REMARKS

ON A

PAMPHLET,

ENTITLED

BENGAL SUGAR;

AND ON THE MANNER

IN WHICH THE

Trade of the Eaſt-India Company

IS CARRIED ON IN THE

EAST-INDIES BY FOREIGN SHIPPING,

IN VIOLATION OF THE

Laws Enacted for the Support of the Commerce and Navigation of Great Britain.

BY GILB. FRANCKLYN, Esq.

*** The preſent Condition of our Marine is, in a great Meaſure, owing to the Salutary Proviſions of the Statutes, called the NAVIGATION ACTS; whereby the conſtant Increaſe of Britiſh Shipping was not only Encouraged, but rendered unavoidably neceſſary. 1 Blackſt. Comm. page 417.

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INTRODUCTION.

THE importation of Bengal Sugars into the foreign ports of Europe, and into thoſe of the American States; the aſſertion made at the General Court of the Eaſt-India Company, on the 15th of March, 1792, That foreigners had ſent, and were ſending ſhips to India to purchaſe that commodity. The encouragement which appears to have been given to ſuch foreign ſhips, to load Sugars and the other commodities of Bengal, and carry

the ſame from one Britiſh port to another, in India, as well as to the foreign ports of Aſia, Europe, or America, and the reſolution of the proprietors, at that Court, to apply to his Majeſty's miniſters to permit the importation of Sugars from Bengal into Great Britain, upon the ſame duties, and to be exported on the ſame terms as to drawbacks and bounties as that commodity, the growth and produce of our Sugar colonies in the Weſt-Indies; could not fail to alarm the proprietors of eſtates, and the merchants and other perſons, whoſe properties were inveſted in thoſe iſlands, under the faith of the many acts of parliament made to encourage the cultivation thereof.

The

The claim of the Company to pay duties on the importation of Eaſt-India Sugars, at a rate agreeable to their value; which they have been permitted to do: has alſo made it expedient for the planters and merchants to inquire how far ſuch claim is well founded: as by paying duties in that mode, the moſt ordinary Muſcovado Sugar of the Eaſt-Indies, paid not more than half the duty, payable on the importation of Weſt-India Sugar of the ſame quality, and by paying duties on the clayed, or refined Sugar at the ſame rate, the importation of Sugars from Bengal pay much leſs than is charged on foreign Sugars, not of the growth of the Britiſh plantations.

Under

Under theſe circumſtances, at a meeting of the Weſt-India planters and merchants, in Auguſt laſt, the Author was deſired to give inſtructions, for preparing a caſe to lay before the attorney and ſolicitor-general, in order to obtain their opinions thereon, which thoſe gentlemen thought proper to decline giving. Moſt of the other gentlemen of the bar being at that time in the country; the author was induced to conſider the ſubject with more attention; eſpecially, as it appeared that the Company had encouraged the cultivation of Sugar in Bengal, as well to load it on their own ſhips to Great Britain; as to permit foreign ſhips to load ſuch commodity in the Britiſh ports of India for foreign market. Gentlemen intereſted

ed in the commerce of India, have, at the ſame time, endeavoured, by the publications of pamphlets and other means, to impreſs upon the public mind, that Great Britain would derive great advantage from the importation of Eaſt-India Sugar; although it is feared, if any advantage can be made of ſuch commerce, it will be at the riſque of ruining the Sugar colonies.

The following obſervations were the reſult of his inquiries, which he ſubmitted to the ſtanding committee of the Weſt-India planters and merchants, who have thought proper to deſire they may be publiſhed. The author has complied with their requeſt, with the hopes, that ſome abler pen may ſupply whatever de-

ficiencies or imperfections may be found in his manner of treating a ſubject of ſuch importance to the commerce and navigation of Great Britain.

ERRATA.

P. 17, l. 24, for *cent.* r. cwt.
P. 22, l. 4, for *tropical*, r. vertical.
P. 27, l. 5, for *and*, r. chap.
L. 22, for *panceles*, r. paneles.
P. 61, l. 14, for *tropical countries*, r. torid zone.
P. 63, l. 14, for *rough*, r. gruff.
P. 64, l. 24, after private, r. Britiſh.
P. 91, in the note, for *that*, r. than—and after the word act, dele the remainder of the note.
P. 101, l. 16, for *Mochat*, r. Mocha.

REMARKS,

&c.

A PAMPHLET was ſome time ſince put into my hands, intitled Bengal Sugar, which profeſſes to give an account of the method and expenſe of cultivating the Sugar Cane in Bengal, with calculations of the firſt coſts and expenſe to the Manufacturer of the commodity, and the price at which the merchant can purchaſe and export it; "and "containing ſuggeſtions for attracting that "article of Eaſtern produce excluſively to "Great Britain," in a letter from a planter and diſtiller, in Bengal, to his friend in London.

The letter writer aſſures us that ſuch quantities of ſugar may, and with proper encou-

ragement will, be made in Bengal, and at ſo low a price, that the Sugar Planters in the Britiſh Weſt India iſlands, will not be able to enter into competition with any merchants who may ſend to Great Britain, or any part of North America or Europe, the Muſcovado Sugar of Bengal; which they can even ſhip to any part of the Weſt Indies cheaper than it can be made in Jamaica.

I am unacquainted with the principles upon which the late plan of encouraging the introduction of Bengal Sugars into Great Britain hath obtained the approbation of the Court of Directors of the Eaſt India Company, but I conſidered myſelf intereſted as a planter, as well as a Britiſh ſubject, to know the extent of the injury the Weſt India Colonies might ſuſtain, or the commerce and marine of Great Britain be affected, if the Sugars of the Eaſt could be imported into Europe at a price which would render the Weſt India Planter unable to meet them at market. I wiſhed to know whether it would be advantageous to Great Britain, by encouraging the growth and manufacture of Sugar in the Eaſt, to put it out of the power of planters in the Weſt to purchaſe the manufactures of

this

this kingdom, in the ſame quantity, and employ the Britiſh ſhipping to the ſame extent, as they do at preſent: I have therefore taken all the pains in my power to make myſelf well acquainted with the true ſtate of the queſtion,

I learned from my inquiries, that the Muſcovado Sugar of Bengal, was heretofore very cheap and very bad; that it was little uſed by the Europeans in India, except for the moſt ordinary culinary purpoſes. That, in general, they uſed the Sugar Candy of China, Cochin China, the Manillas, or Java, where they make a Sugar of ſuperior quality, but as I do not find any quantity of the latter is ſent from Batavia to Holland, I am led to ſuppoſe, it is made at a price, which renders the exportation of it to Europe imprudent, becauſe unprofitable,

I have not, however, been able to find, from a careful peruſal of the pamphlet above mentioned, that the editor has the ſlighteſt foundation to ſuppoſe the cultivation of Sugar in Bengal, for the purpoſe of bringing it from Aſia to Europe, can be of any advantage to Great Britain: but, on the other

hand, to my very great ſurpriſe, I have obſerved from the letter writer's account, that the laws of trade have been long moſt ſhamefully diſregarded and violated in India, and that in contravention thereof, a very extenſive commerce is actually carried on from one Britiſh port, in India, to another, in American, and other foreign ſhipping. And that the plan, now in agitation, ſo far from attracting any article of eaſtern produce *excluſively* to Great Britain, will (if it ſhould be carried into execution) ultimately tend to deprive her of the Sugar trade altogether.

That this would be a miſchief of the greateſt magnitude, no man, in the leaſt acquainted with the commerce of the kingdom, can doubt; and if I can convince my readers, that conſequences ſo injurious in their effects to the public intereſt, will neceſſarily, or even probably, follow the adoption of the propoſed plan, of raiſing Sugar in Bengal, for any markets but thoſe of Aſia: I ſhall reſt ſatisfied with having diſcharged my duty to the public, as a good citizen, and faithful ſubject; by ſhewing the fatal tendency of the author's ſpeculations, and claiming the attention of his Majeſty's miniſters,

ſters, to provide ſome ſtrong and effectual means, of enforcing a ſtrict adherence to the laws of trade and navigation, throughout his Majeſty's Aſiatic dominions.

Theſe laws have ever been conſidered to conſtitute the baſis of the national ſtrength; the principles of which, have raiſed, ſupported, and maintained, that marine, which alone is capable of encouraging and protecting the induſtry, commerce, and happineſs of the people of theſe realms.

It is of importance to obſerve that the famous act of navigation, paſſed by the Parliament, 9th October, 1751, was occaſioned by a complaint of what paſſed in the Weſt Indies, ſomewhat ſimilar to what is now carrying on in the Eaſt.

" The great object of jealouſy at the time " of paſſing this act, was the immenſe carry- " ing trade, poſſeſſed by the Dutch, and the " title of the act is ſuited to this leading " idea, *Goods from foreign parts by whom to* " *be imported.* The portion of our carrying " trade with our colonies, which the Dutch " had obtained, was the moſt ſerious griev-

" ance,

" ance, and that which the nation bore with " the leaſt patience." †

" Notwithſtanding the engagements, ſtipu- " lations, and regulations, made for confining " that branch of the navigation to the north- " ern country, it is ſaid, that in the Weſt India " iſlands there uſed at this time, out of forty " ſhips to be thirty-eight Dutch bottoms."

The editor's correſpondent dates his letter from Purnea, 5th March, 1793. He therein tells us he has been purſuing the Sugar trade, in all its branches, for two years.

He promiſes in the early part of his letter, to ſtate the reſult of his experiments and inquiries; but he has not favoured us with the particulars of thoſe made, either by himſelf, or any other European;—I find, however, he acknowledges they have been uniformly unſucceſsful. " Many of the individuals, who " have attempted to eſtabliſh Sugar planta- " tions in Bengal have been ruined. They " have expended large ſums at the firſt out-

† Reeves's Law of Shipping and Navigation, p. 46,

" ſet,

" ſet, in buildings, machinery, and imple-
" ments of huſbandry; the annual intereſt
" of which could never be returned by any
" ſaving to ariſe from diminiſhing labour;
" but, on the contrary, has conſtantly en-
" gulphed all their profit, and ended in ren-
" dering all their attempts abortive; with
" the loſs of the money thus injudiciouſly
" employed." *

Although the letter writer does not favour us with a detail of any experiments made by ſuch individuals, he gives an account of anſwers to a great number of inquiries made by himſelf, to aſcertain the price at which the people of the country can make Sugar, and has thought proper to contraſt the reſult of thoſe inquiries, with, what he ſuppoſes to be, the expenſe of making Sugar in Jamaica.

If his calculations, reſpecting the price at which Sugar can be made in Bengal, are as erroneous as thoſe with reſpect to making it in Jamaica, they are little to be depended on. Indeed, it is difficult for any perſon, unac-

* Bengal Sugar, p. 64.

quainted

quainted with the language of India, exactly to know what the letter writer means. In pages 45, 46, he calculates that Muſcovado Sugar may be ſent to Jamaica from India, at the price of 19s. 11d. per cwt. The price it appears to coſt at Calcutta, is only 9s. 6¼d. The ſubſtance, he mentions, is what is called Gour; he does not think proper to mention the expenſe of making this ſubſtance into Sugar.* But his editor refers to the experiments mentioned in the appendix. The editor informs us alſo in a note, page 81, that Gour is a ſubſtance equal to, or ſomewhat like, Muſcovado Sugar, before the molaſſes is drained from it. It appears alſo, in page 154, that the Gour, or Jaggery, made in ſome parts of India, is unfit to boil into Sugar at all. And in page 23, we are told, "the Gour, if kept to ſend to a diſ-"ſtant market, is apt to ferment, which "deſtroys its grain, and prevents its refining "to advantage, beſides its being frequently "adulterated by intermediate merchants." This, however, is not Muſcovado Sugar, although the author wiſhes to induce his reader to

* It is not clear whether he does not mean by Gour, what, in another place, he calls Jaggery.

believe

believe it, and actually calls it by that name in page 94, but by comparing that account with what is ſtated in page 113, we find, that when the Molaſſes is ſtrained from the Gour, it does not leave behind what ought to be called Muſcovado Sugar, but what is called, by the natives, Dooloah, Shukur, or Jaggery; all which are terms continually uſed by the letter writer as ſynonimous; yet it is clear, that Gour is ſo diſtinct from Jaggery, Dooloah, or Shukur, asthat the latter contains only half the ſubſtance of the former, and that before Jaggery becomes Muſcovado Sugar, it is further diminiſhed another moiety.

To perplex us ſtill more, Gour, made from the Cane Juice, in the neighbourhood of Calcutta, is not called by that appellation by the letter writer, but by the name of Shaar, and this ſubſtance, which, page 108, is ſaid to produce ſomething reſembling an inferior kind of Muſcovado Sugar, is ſaid, page 110, to produce in the proportion of 8lb. of Muſcovado Sugar, to 11lb. of Shaar.

It is, however, apparent, that what the writer has thus called Muſcovado Sugar, is only Gour, for he acknowledges, in the next page, that "Ten ſeer of this juice, "boiled into Shaar, produces only one ſeer "of the latter; by which it appears, that "the juice of the Cane produced near Cal-"cutta, is inferior to the Canes in Burd-"wan, a full third; or, that the ſame quan-"tity of juice of the latter would yield, "when manufactured, one-third more of "Gour or Shaar, than the former."

In page 158 we are informed in what manner this Gour or Shaar, after having its molaſſes ſtrained from it, is made into Muſcovado Sugar. The author ſtill uſing the ſame terms as ſynonimous, tells us that the Jaggery (dry Jaggery or Gour, after the Molaſſes has been ſtrained from it), is put into a copper, to a proportion of water; where, a moderate fire being applied to it, it is ſuffered to acquire nearly a boiling heat; which cauſes a very thick ſcum to ariſe up: when the ſcum will no longer riſe, and the liquor is tranſparent, it is ſtrained through a coarſe cloth, and thrown into a ſmall copper; to which a briſk fire is put, and continued until,

until, judging from appearance, the water is all evaporated, and the Sugar ſufficiently boiled, it is removed into a cooler, in which it is gently ſtirred for ſome time, to haſten the cooling, and aſſiſt the granulation.

The confuſion occaſioned by the letter writer uſing the words, Gour, Jaggery, Shaar, Dooloah, Shukur, Muſcovado Sugar, as ſignifying the ſame thing; as well as uſing a number of other Bengal words, in deſcribing the mode of cultivating the land, and manufacturing the Cane Juice, renders it very difficult to underſtand what he means, or to controvert his calculations: but, I think, notwithſtanding the obſcurity in which the author's meaning is involved, by the uſe of words not underſtood by us in England, that the foregoing account will convince thoſe who are not planters, (for, to thoſe who are, the explanation is unneceſſary) that the Cane Juice, in the Eaſt Indies, does not reſemble or become Muſcovado Sugar, till after the proceſs, laſt mentioned, is ſo far completed as to have the Sugar put into the pots, and the Molaſſes drained from it. It is then, and not before, that the Muſcovado Sugar in the Weſt Indies is made. The only diffe-

rence is, that in ſome iſlands the Molaſſes is drained from the Sugar, when it is put into hogſheads; in others, in Barbadoes particularly, it is put into pots, as in the Eaſt Indies.

Having now ſhewn what is really Muſcovado Sugar in the Eaſt Indies, we are enabled to examine the calculation he gives us of the expenſe of making Muſcovado Sugar, at Calcutta, page 415, and judge how far it is to be depended on. We are told the medium price of good Gour, at Calcutta, has been in general two Sicca Rupees per Bazaar Maund, that when the Molaſſes, which is half of the quantity is drained from it, allowing the value of the Molaſſes, the Maund of what is now (dry) Jaggery, is worth 7s. or 9s. 6d¾. the cwt.

But it appears from the account of the improved method of making this dry Jaggery into Muſcovado Sugar, at the Atchepore manufactory; this Jaggery produces only half its former weight. The other moiety is molaſſes, which has drained from it in the pots, ſo that Muſcovado Sugar, in the Atchepore manufactory, actually coſts on the ſpot

19s. 0½d. per cwt. although nothing is allowed for the expenſes of procuring fuel, to boil the juice into Gour, or to boil the Jaggery into Muſcovado Sugar; nothing for the labour of the people at Atchepore manufactory, or the expenſe of the boilers and coppers, employed in the manufacture, the lime and milk uſed in the clarifying the Jaggery, or the pots in which the Sugar is cured, or the buildings to contain them, which muſt neceſſarily be erected.

I ſhall probably be told that fuel is ſo plentiful, and ſo eaſily obtained, that the expenſe of procuring it is not worth mentioning, perhaps, when the natives cultivate a very ſmall quantity of land (three or four Begas) about an acre and half, in Canes; the leaves and ſtalks of the Canes, the ſtraw of their Rice, and other combuſtibles about their huts, may be ſufficient to boil the juice of their Canes into Gour; but ſhould the cultivation of that article be increaſed, the expenſe and difficulty of procuring fuel would be conſiderable. It takes a planter, in the Weſt Indies, when his Canes are planted in rich, new lands, the labour of all his people for a month or ſix weeks, to collect fuel

ſufficient

ſufficient to boil off his crop of Canes; though, probably, two-thirds are what are called Ratoons, or Canes ſuffered to ſpring from the roots of thoſe cut the year or two years before: the juice from which is much richer than that from plants. In the Eaſt, it ſeems, theſe Canes are all planted annually, and in land which was not planted in Canes the year before. At any rate, therefore, there muſt be a conſiderable deal of time and labour employed in procuring fuel, and boiling the Jaggery into Sugar, at the Atchepore manufactory.

It appears alſo, that the Canes in India are highly manured. In proportion as the cultivation of them is extended, will not the difficulty and expenſe of procuring manure be increaſed? Is it not probable, that it will not be procured at all in ſufficient quantity?

Every Sugar planter, and every Sugar refiner, knows, that when Cane juice ferments, that is, in other words, grows ſour, it cannot be made into Sugar at all; or, as the letter writer ſays, page 155, it cannot be brought to granulate, or diſcharge its molaſſes.

laſſes. Much of the Gour brought to market muſt be more or leſs injured from this circumſtance; thence, and from the nature of the proceſs in the eaſt, it is impoſſible the Sugar obtained by it can be as good and ſtrong, or the grain as large, as the Weſt India Muſcovado. It cannot be ſo ſweet, nor would it ſell in any European market at one-third of the price of Weſt India Sugar of equal appearance. The perſons who have bought Eaſt India Muſcovado Sugar ſoon diſcovered this to be the caſe; and by the letter writer's account of the proceſs in claying, or refining this Sugar in India, the weakneſs and inferior quality of the Muſcovado is made more evident; the grain is ſo weak that it loſes one half of its weight in the operation; ſo that one hundred weight of this ſugar, when clayed, muſt coſt, at the Atchepore manufactory, 1l. 18s. 1d.

Thus after having, with the utmoſt attention, examined the account given by the letter writer, I am convinced there is but little probability that Eaſt India *Muſcovado* Sugar can be brought to Britain (ſo as to be ſold to a profit) cheaper than that which is made in the Weſt Indies.

It

It will not be neceſſary for me to expoſe all the miſtakes the author has been guilty of in his calculations of the coſt at which the planter in Jamaica can make Muſcovado Sugar. After having ſtated that the ſettlement of an eſtate, to make one hundred hogſheads of Sugar in Jamaica, would demand a capital of 20,000l. although a very conſiderable, if not the greateſt part of this ſum, has been expended in the purchaſe of negroes, cattle, and mules, he charges intereſt at the rate of 6 per cent. on the ſuppoſed value of two negroes, employed to make 1,600lb. of Sugar, after having already charged that intereſt on the capital with which the negroes had been purchaſed: he charges alſo 6 $\frac{2}{3}$ per cent. on the ſuppoſed decreaſe in the value of the ſame two negroes, although he appears to have had before him the evidence to the Privy Council, that ſuch decreaſe (conſidering that the deaths are, in ſome meaſure, repaired by the births) is only between 2 and 3 per cent. The ſame evidence has ſhewn him, that the labour of one and a quarter negro, or 456 days, is ſufficient to produce the quantity of Sugar he mentions; yet he contrives ſtill to exaggerate the expenſe of the Jamaica planter. If he is not allowed to charge an addi-

tional 6 per cent. on the value of the negroes already forming part of the capital on which he has charged intereſt before, and 6⅔ per cent. as a ſatisfaction for their annual decreaſe, forming together an intereſt of 18l. 13s. 4d. per cent. on the capital employed in making a hogſhead of Sugar; he charges 10d. per day as the price of the labour of a negro already bought and paid for, which is upwards of 30 per cent. on the value of the negro, and from thence concludes that the planter in Jamaica makes Muſcovado Sugar at the rate of 1l. 17s. 4d. per cent.

Perſons much better acquainted with the proceſs of making Sugar in the Weſt India iſlands than the letter writer, would find it very difficult to aſcertain with preciſion, the average rate per cwt. at which Sugar is made in any of thoſe iſlands; ſuch are the variations of ſoil, ſituation, price of labour of mules, horſes, &c. the length of carriage to the ſhipping place, or to the works, whether the mills are worked by cattle, by wind, or by water, and the facility of procuring fuel, all which make an eſſential difference between the expenſe of the proprietor of one

eſtate, and of another. But I can aſſure the letter writer, that if the planter was certain of receiving 20l. ſterling for each hogſhead of Sugar (weighing 1600lbs. in the Weſt Indies) four months after it was landed in England, clear of duty, freight, inſurance, and other charges, he would be perfectly ſatisfied.

As I am convinced that the Weſt India planter is not in danger of ruin from the importation of *Muſcovado Sugar* from Bengal to Great Britain, in Britiſh ſhipping, under the preſent ſyſtem of protecting duties, I ſhould not have thought it worth while to have ſaid any thing more upon the ſubject of the letter in queſtion, but from the conſideration of the danger the commerce and navigation of Great Britain is in, from the preſent attempt to encourage the cultivation of the Sugar Cane in India, and the employing of foreign ſhipping in the tranſportation of it; and I believe I ſhall make it appear ſuch danger is extreme.

I ſhall obſerve, in the firſt place, that if Muſcovado Sugars could be introduced into Europe, even in Britiſh ſhipping, legally navigated,

navigated, at a price conſiderably under what the Weſt India planter can afford to ſell at, ſuch introduction would be highly injurious to the commerce and navigation, as well as to the manufactures of theſe kingdoms, without being of advantage to Bengal; for as the planter in the Weſt Indies is the farmer, whether the produce of his farm ſells for 5l. or 20l. he muſt continue to ſend it to market. It is, therefore, neceſſary he ſhould ſell it at the ſame price which any other Sugar can be ſold at, whether from India or elſewhere: ſo that he cannot be underſold by the Eaſt India importer. The planter may be obliged to diſpoſe of his produce ſo low as to be eventually ruined; but if his income be reduced from 20l. to 5l. the hogſhead, he can only purchaſe five pounds worth of Britiſh produce, or manufactures, inſtead of twenty, for every ſhilling the Weſt India planter receives, he lays out with Great Britain; whereas, ſhould the project ſucceed of ſupplying Europe and America with Sugars from the Eaſt Indies, whatever benefit would ariſe from ſuch a circumſtance to the inhabitants of Bengal, after the Weſt India planter is ruined, it would be of none to Great Britain. What-

eſtate, and of another. But I can aſſure the letter writer, that if the planter was certain of receiving 20l. ſterling for each hogſhead of Sugar (weighing 1600lbs. in the Weſt Indies) four months after it was landed in England, clear of duty, freight, inſurance, and other charges, he would be perfectly ſatisfied.

As I am convinced that the Weſt India planter is not in danger of ruin from the importation of *Muſcovado Sugar* from Bengal to Great Britain, in Britiſh ſhipping, under the preſent ſyſtem of protecting duties, I ſhould not have thought it worth while to have ſaid any thing more upon the ſubject of the letter in queſtion, but from the conſideration of the danger the commerce and navigation of Great Britain is in, from the preſent attempt to encourage the cultivation of the Sugar Cane in India, and the employing of foreign ſhipping in the tranſportation of it; and I believe I ſhall make it appear ſuch danger is extreme.

I ſhall obſerve, in the firſt place, that if Muſcovado Sugars could be introduced into Europe, even in Britiſh ſhipping, legally navigated,

navigated, at a price conſiderably under what the Weſt India planter can afford to ſell at, ſuch introduction would be highly injurious to the commerce and navigation, as well as to the manufactures of theſe kingdoms, without being of advantage to Bengal; for as the planter in the Weſt Indies is the farmer, whether the produce of his farm ſells for 5l. or 20l. he muſt continue to ſend it to market. It is, therefore, neceſſary he ſhould ſell it at the ſame price which any other Sugar can be ſold at, whether from India or elſewhere: ſo that he cannot be underſold by the Eaſt India importer. The planter may be obliged to diſpoſe of his produce ſo low as to be eventually ruined; but if his income be reduced from 20l. to 5l. the hogſhead, he can only purchaſe five pounds worth of Britiſh produce, or manufactures, inſtead of twenty, for every ſhilling the Weſt India planter receives, he lays out with Great Britain; whereas, ſhould the project ſucceed of ſupplying Europe and America with Sugars from the Eaſt Indies, whatever benefit would ariſe from ſuch a circumſtance to the inhabitants of Bengal, after the Weſt India planter is ruined, it would be of none to Great Britain. What-

ever riches they would acquire would be ſpent in the manufactures of India; in proportion as that country became wealthy, it would become powerful; and while the wealth and marine of theſe kingdoms would decreaſe, from the deſtruction of the Weſt India colonies, thoſe of America and other foreign ſtates would increaſe. It might in ſuch caſe happen, that we ſhould neither be able to reſtrain other nations from rivalling us in the Eaſt India commerce, or to prevent them from acquiring a greater influence in that part of the world than we at preſent poſſeſs. It cannot be too ſtrongly inculcated, that the firſt principle of commerce is *barter*; the exchange of one commodity for another. Thus, if the produce of the Weſt Indies is worth four millions ſterling, theſe four millions are exchanged for the produce and manufactures of Great Britain and Ireland, reduce the value of that produce to one million; we can lay out with you but that one million: nor ſhall we long be able to lay out with you ſo much; that amount will not enable us to renew the part of our capital, which is periſhable, and neceſſary to enable us to cultivate our lands; our produce will annually diminiſh till we are ruined,

and

and your commerce with the Weſt Indies will be annihilated, nor will that of the Eaſt ſupply its place. They want few, or none of your manufactures, aſſuredly none of your coarſe woollens; and if the produce of Sugar in the Weſt is put a ſtop to, Europe will depend on the Eaſt for Sugar, which will, probably, be ſupplied in the ſame manner as the Dutch furniſh their ſpices.

Before the ſurrender of any of the French iſlands to the Britiſh arms, the benefit this country received from its intercourſe with her Sugar colonies, by ſupplying the inhabitants of the latter with almoſt every article of their conſumption, is hardly to be calculated. Proviſions of all ſorts, beer, wine, oil, ironmongery (ſuch as hoes, bills, nails, iron-hoops, coopers and carpenters tools) coppers, ſmall iron pots, for the uſe of the negroes; ſtills, iron boilers, iron and wood hoops, ſtaves, coals, lime, bricks, tiles, pots and drips, and all other kinds of earthen ware; wearing apparel of all kinds, and houſehold furniture; both for the white inhabitants and ſlaves, are among the numberleſs exports from theſe kingdoms to the

Weſt

Weſt India iſlands.* Perhaps it may appear ſtrange to the letter writer, to learn that the negroes in the Weſt Indies (though living under the ſame tropical ſun as the inhabitants of Bengal) are regularly cloathed by their maſters; and, beſides that cloathing, purchaſe other very expenſive articles of dreſs, and houſehold furniture, for themſelves. For they live in houſes not ſo eaſily, or cheaply conſtructed, as the huts of the ryots, which the letter writer informs us are built for four Sicca rupees, or 9s. 4d. ſterling, each.

It is not to be doubted, that if there is any true policy in annihilating the Weſt India colonies, means may be adopted to teach the ryots to manufacture Muſcovado Sugar, to full as great perfection in the Eaſt as in the Weſt Indies; and when that ſhall be done, it, doubtleſs, may be brought cheaper to market than it can be at preſent, or than it

* The ordinary cloathing of the negroes conſiſts of Kendal cottons, peniſtons, blankets, and other woollen goods; hats, caps, and coarſe linens, with which their maſters ſupply them once or twice a year. Theſe are goods which never can find a market in Bengal; and in manufacturing whereof, many thouſand of our induſtrious poor are employed.

can be made in the Weſt Indies: but if, in truth, it ſhall be the intereſt of this kingdom to ſtrangle thoſe of her children, which ſhe has nurſed up to maturity in the American iſlands, in favour of thoſe of her preſent adoption; ſhould the ſcheme of the letter writer be ten times more practicable than it is, he ought to deſpiſe the arguments drawn from the conſideration, that the negroes in the Weſt are called ſlaves; while the natives of India, expoſed to every ſpecies of ſubjection, and without protection from the moſt dreadful diſtreſs, and calamities, in caſe of unfavourable ſeaſons, are called free; and fairly ſtate the reaſons, why the planters in the Weſt Indies are to be ruined, as they certainly would be, in order to raiſe a ſuperior landed revenue for the ſovereigns of the territory of Bengal, than what they now enjoy. Although it is not at preſent practicable, to bring Muſcovado Sugar to Great Britain, to advantage, from Bengal, as it is at preſent manufactured, refined Sugar may certainly be carried from thence to America, or the foreign ports of Europe, cheaper than we can ſend Sugar to thoſe places, after it has been refined here, from Weſt India Muſcovado.

It is evident, from the attempt of the writer of the letter from Purnea, to exaggerate the amount of the expenſe neceſſary to be incurred in making Muſcovado Sugar in Jamaica, and to induce people here to believe, that it can be made in Bengal at one fourth of the price which it really coſts, that ſomething more is meant than meets the eye. What that is, I will, hereafter, ſtrive to explain; but I will firſt endeavour to ſhew the value and importance of the commerce of Great Britain with her Weſt India colonies.

By the evidence before the Privy Council, it appears, the ſhipping engaged in the trade between Great Britain and the Sugar colonies, in 1787, amounted to 242,721 tons, in which 21,114 ſeamen were employed. The value of Britiſh merchandize exported in thoſe ſhips, amounted to 2,306,959l. 8s. 2d. excluſive of the exports from Ireland, and from England to Africa, for the purchaſe of negroes; beſides wines from the Azores and Madeiras, and other neceſſary commodities from North America to the iſlands, which are paid for in Britiſh manufactures, amounting altogether

ther to the further ſum of 1,418,761. to all which, as Mr. Edwards juſtly obſerves, 20 per cent. ought to be added for freight, commiſſion, and charges, which will make the whole value of the exports from Great Britain and Ireland, in conſequence of the commerce and cultivation of the Britiſh Sugar colonies, amount to the ſum of 4,590,864l. per annum.

The reſtrictions proper to be laid on the trade of the Company in Bengal are not enforced, as our letter writer invidiouſly ſuppoſes, page 62; "for the conſervation of ſlavery, or to preſerve, or perpetuate the returns of Weſt India eſtates, to a few monied men in England," but to preſerve a market for the manufactures of Great Britain, by which many thouſand induſtrious people are ſupported, and from which a very great part of the revenue of the kingdom is derived. The capture of the French iſlands, if they are retained, will employ more than double the quantity of ſhipping above ſtated, and, conſequently, more than double the number of ſeamen will be employed, and three times the quantity of merchandize will be exported. (Merchandize which can never be exported

to the East Indies.) This is the trade and commerce which the author would discourage and destroy, in order to give a land revenue to Bengal, of 1,267,842 Sicca rupees, or 147,914l. 19s. 4d. sterling per annum. He is mistaken in supposing the public will benefit much from the duties, for no additional revenue will arise to Great Britain from the duties on importation of Sugar from Bengal. Our colonies in the West have, long ago, made more than this country can consume. The surplus, let it be ever so large, must be exported, and the duties drawn back. If the exports to the Sugar colonies were so considerable in 1787, the imports were still more advantageous to the nation. They appear in the following year to have amounted to no less than the sum of 7,243,666l. 17s. 9d. sterling. Will this nation find any recompense from the sovereigns of Bengal gaining an additional land revenue of 147,914l. 19s. in the loss of such a commerce, which is not less advantageous to the kingdom since the loss of the North American colonies than before? What was the idea entertained of its importance by the nation before that period, will appear from the steps taken by Parliament, when the North Americans

found

found means to ſupply themſelves with Sugar, Rum, and Molaſſes, from the French iſlands, to the injury and diſcouragement of our own colonies.

By 6 Geo. II. and 13, after reciting, "That the welfare and proſperity of his "Majeſty's Sugar colonies were of the "greateſt conſequence and importance to "the trade, navigation, and ſtrength of this "kingdom; and that the planters of the "ſaid Sugar colonies had, of late years, "fallen under ſuch great diſcouragement, "that they were unable to improve, or "carry on the Sugar trade, upon equal "footing with the foreign Sugar colonies, "without ſome advantage and relief ſhould "be given them from Great Britain, *It was* "*enacted*, that after the 25th of December, "1733, nine pence per gallon ſhould be "paid for rum and ſpirits, ſix pence per "gallon for molaſſes and ſyrops, and five "ſhillings per cwt. for Sugars and panceles "made in the American plantations not "belonging to his Majeſty, on importation "to the Britiſh plantations in North Ame-"rica." Such goods were abſolutely pro-

hibited from being imported into the kingdom of Ireland, except from Great Britain.

Can any reaſon be aſſigned, why the inhabitants of thoſe countries of America, no longer belonging to, or connected with Great Britain, ſhould be permitted to fetch Sugars in American ſhips, from the Britiſh ports in India, free of duties, to the deſtruction of that commerce, which the Parliament declared to be of the utmoſt conſequence and importance to the trade, manufactures, and ſtrength of this kingdom; when the Britiſh American ſubjects were heretofore, and ſuch as ſtill remain ſubjects are, expreſsly reſtrained, by the above act, from all commercial intercourſe with India?

Although I am convinced Muſcovado Sugars can never be brought in Britiſh ſhips from India to any part in Europe, nor even white Sugars to Great Britain, to the advantage of the importer; provided thoſe white Sugars ſhall pay duties as ſuch; yet they may both be brought from India in American ſhips, ſo as to interfere with and injure the Weſt India Sugar colonies to a very great degree: and to the total deſtruction of the

the refining Muſcovado Sugar; a manufacture Great Britain is now in full poſſeſſion of. It is, at beſt, very problematical, whether the Eaſt India Company will really be at all benefited, by the importation of Sugar from Bengal to Europe, if the commerce with Africa ſhould be put a ſtop to, which will be the conſequence of ruining the Weſt India planter. The India Company will loſe the benefit of that market, to which near 200,000l. in value of the Eaſt India Company's Bengal goods, appear from the evidence before mentioned to be annually exported; beſides 400,000l. in value of Britiſh manufactures, great part of which are made from raw materials imported from India. There remains behind another incontrovertible argument, to prove the abſolute neceſſity for Great Britain's giving every poſſible ſupport to her Weſt India ſettlements; and, perhaps, I might add, that if it could not be done without materially injuring thoſe of Bengal; the preference is due to the former. The inſular ſituation of Great Britain and Ireland, renders the keeping up great armies therein as impolitic as unneceſſary. While all the powers of Europe keep up large ſtanding armies, at an enormous expenſe,

penſe, in proportion as ſuch armies are entertained by any one of them: the defence of Great Britain, from any hoſtile attempts which can be made on her from abroad, is her navy; if ſhe is obliged always to have ſuch a navy completely manned, as ought, in every other reſpect, to be kept fit for immediate ſervice, even in time of peace, the expenſe would be ruinous; but a proper encouragement given to her Weſt India colonies would enable her always to have, from 25 to 30,000 ſailors employed there; of whoſe aſſiſtance ſhe might be able to avail herſelf twice a year. Indeed, if we hold the French iſlands which have fallen, or which muſt ſoon fall into her hands, above double that number. The ſame can never be ſaid of the ſailors employed in the commerce of India.

The letter writer ſeems to have been too haſty in ſuppoſing the Sugars produced in the Weſt Indies, (from the late unhappy events in the French colonies) are inadequate to the ſupply of Europe. The contrary appears to be the fact; for there were many thouſand more hogſheads remaining on hand in the Britiſh market on the 1ſt of

January,

January, 1794, than ever were remembered to have remained unſold at that time of the year before; and, notwithſtanding the diminiſhed growth of that commodity in the Weſt Indies, it muſt be obſerved, that the conſumption has alſo been leſſened proportionably. The 25,000,000 of people in France have not been able to conſume, or even procure it as uſual; the inhabitants of Flanders, Germany, Switzerland, and great part of Italy have, in like manner, been prevented from having their uſual regular ſupplies. The ſame may be obſerved in many parts of Sweden, Poland, and the Ruſſian empire: at the ſame time, that the high prices of the laſt ſpring, and the year before, have occaſioned the conſumption in this country to be leſſened conſiderably. It is certain; whenever a commodity of general uſe becomes ſcarce, that is, when the demand is greater than the ſupply, its price will be augmented; and if, at the ſame time, heavy, or extraordinary impoſts are laid thereon, it will tend ſtill further to increaſe its price.

Among other arguments uſed to favour the attempt of introducing Bengal Sugars into

into Europe, that of the late high price of thoſe of the Weſt Indies was not of the leaſt weight. The planters were called monopoliſts, who combined to raiſe the price of Sugar upon the people of Great Britain, to whom it had become, in ſome meaſure, a neceſſary of life.

That charge on the planters has not the ſlighteſt foundation. Every body knows, that in 1793, the regular arrival of the crops from the Weſt Indies was ſo interrupted, that in the months of January, February, March, April, and May, ſcarcely any Sugars remained in the hands of the importers. The refiners, the grocers, and all thoſe who had any in their warehouſes, or ſhops, demanded, in conſequence, ſuch prices as the ſcarcity of the commodity juſtified. Thus the high price contributed to diminiſh the conſumption; and when the fleets arrived, though they brought home to London, more Sugar than ever came at once to that port, there was ſtill a ſcarcity for ſome time. As Sugar was the heavieſt commodity which was laden on board, it was the firſt ſhipped, and, conſequently, the laſt which could be landed; coffee, cotton, ginger, pimento,

rum,

rum, &c. muſt be the firſt brought on ſhore. The craft, therefore, were found inſufficient to unload the ſhips; the wharfs too few to land the goods on; and the warehouſes were not ſufficient to contain them. The immenſe ſums which were to be advanced for duties, contributed alſo to oblige the merchants to let their Sugars remain on board the ſhips which brought them home, till they could diſpoſe of ſuch as were landed for exportation, and commerce ſuffered a temporary ſtagnation; when, from the redundance of its materials, the contrary might have been expected. Both importation and exportation of other commodities were impeded; and the foreign commodities, as well as the home manufactures, equally remained on hand. The price of Sugars, however, fell very conſiderably; and had there not been a great demand for exportation, would, in all probability, have fallen ſtill lower; and, probably, ſo low, as would not have enabled the planter to continue his cultivation ſo as to make two per cent. on his capital. The advantages to the public in reducing the price to the conſumer in England were not immediate; for while on the one hand the demand in other parts of

Europe took off the Muſcovado Sugars as ſoon as they could be landed, the time neceſſary for the refiners to prepare the white Sugars for ſale, kept the market for ſuch Sugars, empty for many months.

It is to be obſerved, moreover, notwithſtanding the clamour againſt the high price of Sugars, that ſuch price was ſoon reduced ſo low as not to be more, excluſive of the duty, than it was ſeventy-five years ago; ſince which, butter, cheeſe, eggs, poultry, and butchers meat, of all kinds, have been conſtantly riſing, and are now more than double what they were at that time.

The average price of good Weſt India Muſcovado Sugar, has been, till lately, at 5d. the pound. The duty payable on importation is 15s. the cwt. As the money is paid on the landing the goods, it muſt, conſequently, be included in the prices, and commiſſion be charged on it; as it may be ſix or eight months before the Sugars are ſold and paid for, the intereſt of the duty muſt alſo be added, ſo that the whole of this duty, with the intereſt and commiſſion, cannot be repaid to the planter for 2½d. the pound. The

planter, when the freight and other charges are deducted, does not, therefore, receive more than 2d. the pound for his Sugar.*

* The quantity imported in 1719, was 544,634 cwt. which ſold for 875,358l. or 1l. 12s. 11¼d. per cwt. It was then ſubject to a duty of 1s. 5¼d. the cwt., it now pays 15s. per cwt. which, with the intereſt of money, the retailer's profits on the advance of his capital, and the additional freight, cannot be leſs than about 20s. the cwt. add that additional ſum to the 1l. 12s. 11¼d. which Sugar then ſold at, and the price in 1719 would appear equal to 51s. 6d. per cwt. at preſent; and it muſt be remarked alſo, that the planter has, ſince that period, found means, although at a very conſiderable expenſe, to amend the general quality of the Sugar made in the Weſt Indies, at leaſt 5s. the cwt. Thus Sugar, which now ſells at 51s. 6d. per cwt. is as cheap (excluſive of its ſuperior quality) to the conſumer in Great Britain (ſo far as the additional taxes and other expenſes will permit) as it was in 1719, at 1l. 12s. 11¼d. which was nearly the price of the five years preceding that period. The average price of negroes for the ſame five years was about 25l. per head, of lumber, from 2l. to 3l. ſterling. Iriſh beef and pork, from 1l. 10s. to 1l. 15s. ſterling the barrel. At preſent the price of negroes is 50l. lumber, 10l. to 15l. per 1000; beef and pork, from 4l. 10s. to 5l. 10s. ſterling per barrel; the price of flour, beans, peas, and almoſt every other article of conſumption in the Weſt Indies, have increaſed in price, nearly in the ſame proportion.

The price of negroes is double what they were thirty years ago; and many articles neceſſary to the planter, for carrying on his cultivation, are ſome double, and others treble, what they uſed to be.

Although the price of Muſcovado Sugar is only increaſed to the purchaſer about 2½d. the pound, on account of the high duty, the price of loaf ſugar to the purchaſer of it by retail, is increaſed to double that ſum, and of treble refined conſiderably more; the time taken up in refining the Sugar is near four months: not above half as much refined Sugar is produced from 100lb. of Muſcovado; ſo that, excluſive of the augmentation of the price occaſioned by the duty, the intereſt on the duty, during the time the Sugar is refining, at the rate of 10 per cent. muſt be paid by the conſumer; ſo that we may reaſonably ſay, that Muſcovado Sugar, which was formerly ſold at 5d. the pound to the conſumer by retail, muſt now coſt 7½d. The loaf Sugar, and double and treble refined Sugar proportionably higher, without the planter having any additional price for his goods; the fair riſe being occaſioned entirely by the high duty, which muſt

muſt always fall at laſt on the conſumer, (except where the abundance of the commodity exceeds the conſumption,) with all that addition neceſſary to indemnify the ſeller for the advance of his capital and additional charges.

When the Sugars were ſent from hence to Oſtend or other foreign port, the duties were drawn back, ſo that the Flemings could be ſupplied from hence with Sugar for little more than 5d. the lb. ;—and therefore, the letter-writer muſt be much miſtaken in thinking, "the conſumer in the Netherlands, can "be furniſhed with Sugars from Bengal at "8¼d. the lb. cheaper than the conſumer in "England," who buys the coarſer Muſcovados under that price. That market is now unfortunately ſhut from both.

The view of the letter-writer ſeems to be, to point out the advantage it will be to the nation, to permit all the ſubjects of Great Britain to trade to Bengal, and particularly to permit individuals, to import Bengal Sugars into England, on their own ſhips.*

* Bengal Sugar, page 16.

Surely,

Surely, by "permitting individuals to "import Sugars in their own ſhips, he does "not mean foreign ſhips navigated by fo- "reigners. He does not mean ſhips owned "by Britiſh adventurers," which uſed to ſail from Oſtend under foreign colours, (page 13;) "and not only from Oſtend, which is "only a port the writer" ſelects to argue from, on account of its vicinity to England; and from its being the moſt convenient place for ſuch ſhips to ſail from: (for the ſame reaſon will apply to every other foreign ſtate that trades to India)—And yet, it would ſeem ſo, for although we are informed, that the reduction of the freight home on the Company's ſhips to 15lb. the ton, (page 7,) will not allow of the importation of Sugars from Bengal to England to a profit. The letter-writer does not favour us with any calculation, to ſhew at what rate Britiſh ſhips can be built and navigated according to law, ſo cheap as to anſwer the end propoſed.

The confining the trade from theſe kingdoms to India, to an excluſive company, having received the ſanction of parliament, after the matureſt deliberations, any idea of throwing it open to all the ſubjects of Great Bri-

Britain, muſt for the preſent, be given up: but ſurely, while *they* are reſtrained from navigating the Indian ſeas in Britiſh ſhips, manned with Britiſh mariners; we may be allowed to hope, that neither the ſubjects of Great Britain, or of any other nation, will be encouraged to trade in the Britiſh ports in India, in American, or any other foreign veſſels.

How far foreign nations ought to be permitted to carry on trade with our Indian poſſeſſions, I am incompetent to decide; but ſure I am, that ſuch trade is at preſent prohibited by the laws of the kingdom, and to encourage them to bring Sugars to Europe, to the prejudice of our own Weſt-India poſſeſſions, is not conſiſtent either with policy or juſtice.

If it be true, it ſurely is a melancholy truth, "That the trade of the Americans, "unfettered with prohibitory regulations in "their own country, ſhould have all the "advantages of trading in all the Compa-"ny's ports in India without reſtraint." * While Britiſh ſubjects are excluded; and if

* Bengal Sugar, page 13.

all

all foreign ſhips, as well as " the Ameri-
" cans, are participating largely in the trade
" from Bengal to Europe, and are *ſupplant-*
" *ing us in the carrying trade of India*, from
" the cheap outfit and œconomical naviga-
" tion of their ſhips, whoſe ſailing-charges do
" not exceed one dollar per ton, per month,"
there muſt be ſome very great and funda-
mental error in our ſyſtem of Indian com-
merce.

How much ſoever " the Company's ſet-
" tlements have riſen to opulence by an in-
" creaſed and active commerce," * from the
Company having liberated the Indian coaſt-
ing trade to individuals: I ſee not how
Great Britain has been benefited thereby, or
what are the good effects ſhe has experien-
ced " by throwing open the trade of the
" Indian ſeas:" we ſurely may be allowed
to aſk, what part of the 200,000 tons of
ſhipping, which the Britiſh troops in India
have acquired, hath augmented the Britiſh
marine, or increaſed the number of her ſea-
men?

* Bengal Sugar, page 15.

If

If the Americans can afford to bring the commodities of Bengal to Europe, for 41. the ton, * while Britiſh ſhips cannot ſail but at four

* I am far from thinking, it is poſſible either the ſhips of the Americans, or of any other nation, could ſail at double the freight therein-mentioned;—for, notwithſtanding the aſſertion of Mr. Law's correſpondent, in the introduction to that gentleman's view of the riſing reſources of Bengal, page xxxi. the freight of a Weſt-India homeward-bound ſhip does, in general, much exceed 3s. 6d. the cwt. as beſides Sugar—rum, cotton, indigo, coffee and cocoa—make part of thoſe ſhip's cargoes; and from moſt of the iſlands, the peace freight is 4s. for Sugars, and much more on rum, coffee, cotton and indigo—even at thoſe freights, the planters find, when they hold parts of ſhips, they loſe 10 per cent. per ann. on their capital; neither is their freight outwards inconſiderable, particularly from the out-ports. The preſent inſurance from Jamaica is 24 guineas, to return 12, if the ſhip ſails with convoy, and arrives. The voyage out and home ſeldom exceeds ſix months, and ſometimes only four or five; and when at home, the expenſe of ſeamen's wages and proviſions are ſaved. The delay occaſioned by contrary winds, and the difficulty of getting to ſea, and the delay of loading and diſcharging, will be the ſame to the ſhips bound to India, as to thoſe bound to America:—therefore, the length of the voyage muſt be calculated according to the actual time of the ſhips being at ſea, on their paſſages, which, in general, may be reckoned not more than ſix weeks out and ſix weeks home for a Weſt-

four times that amount, I ſee not, were individuals under any reſtrictions "permitted to import Bengal Sugars into England, ſubject to the ſame duties and drawbacks as the Sugars from the Weſt Indian iſlands," how "the reſt of Europe would be ſupplied through that medium;" or how, if any regard be paid to the laws made to protect the navigation and commerce of Great Britain—"all, or the greateſt part of the Sugars exported from Bengal, will be carried away in foreign bottoms, or by contraband tonnage, under foreign colours." *

The American ſhips would ſtill, (according to the letter-writer's ſtatement) bring the commodities of Bengal to Europe much

India voyage—and ſix months out, and as many home, for ſhips which trade to the Eaſt-Indies: and not unfrequently the latter are double the time in making their voyages, if they miſs the proper ſeaſons. The quantity of ſtores, as well as of proviſions and water, and the additional number of men, which an Eaſt India ſhip muſt take on board, will leſſen the quantity of room or ſtowage, for goods which pay freight, and make a much higher freight, than what is paid for the tranſportation of goods from the Weſt-Indies, abſolutely neceſſary.

* Bengal Sugar, page 7.

cheaper than they could be brought in Britiſh ſhips, manned and navigated according to law, "independent of duties and a choice "of markets." *

The voyage from Bengal to Europe is ſeldom performed in leſs than five or ſix months; the freight, therefore, of Britiſh ſhips from Bengal to Europe, muſt be proportioned to the length of the voyage. The letter-writer, therefore, certainly does not mean to employ Britiſh ſhips to bring home Bengal Sugars to Great Britain. Is he ignorant, that American ſhips cannot now be made Britiſh, or be intitled to a Britiſh regiſter? He cannot ſurely expect, when no foreign veſſels are permitted to load the produce of the Britiſh Weſt-India colonies, in order to bring it to Great Britain, that the produce of the Eaſt-Indies may be exported from Bengal, and imported into Great Britain in any other than Britiſh ſhips; or that foreigners are not equally reſtrained by law, from loading any commodities in the Britiſh ports in India, to carry them to any other

* Bengal Sugar, page 14.

ports in Aſia, or to thoſe of Europe or America.

The Bengal Muſcovado Sugars imported into Great Britain in ſome caſes, ſince the the fall of the price, have been imported upon more favourable terms than thoſe of the Weſt-India colonies, as to duties and drawbacks.

They have been ſuffered to pay duties thereon, as on manufactured Eaſt-India goods unrated, whereas by law foreign Sugars, not of the growth of the Britiſh plantations, excluſive of Sugar-candy, are ſubject to, and ought to pay the following ſums :—

	£.	s.	d.	
Muſcovados,	1	7	2	per cwt.
White Sugars,	2	5	6	
Refined ditto,	4	18	6	

Mr. Dundas, in his letter to the Chairman of the India Company, of 15th April, 1793, ſays, " That the poſſeſſions of the Com-" pany in India never have been, nor ever " can be, held on the footing of Colonial " poſſeſſions," conſequently, Bengal Sugars ought

ought always to have paid the duties impoſed on foreign Sugars; for although, if thoſe Sugars were not ſuppoſed to have been ſpecifically rated as India goods, as not being in contemplation of the legiſlature as an article of merchandize, to be exported from India, when the Act of 12th Cha. IId. paſſed, thoſe Sugars were certainly rated goods, and as much foreign Sugars, as Sugars brought from the Brazils, and ſubject to a ſpecific duty as ſuch, both by the letter and ſpirit of the laws made to encourage and favour the Britiſh ſettlements in the Weſt-Indies:—And it would be very extraordinary, if Muſcovado Sugars from the Eaſt ſhould be allowed to pay a leſs duty on importation, than is impoſed upon Britiſh Weſt-India Sugar, which would now probably be the caſe, if ſuch Sugars ſhould be conſidered as unrated goods, paying a duty *ad valorem*—The medium price of the Company's ſales of Sugar in September, 1793, was 51s. and 9d. excluſive of duty: among the Sugars that were then ſold, great part were Sugar-candies or white Sugars; the Muſcovado, therefore, muſt have ſold on an average below 40s.; ſome, we know, were ſold at 27s. The duty on Sugar of that value,

value, at the rate of 37l. 16s. 3d. per cwt. as calculated upon East-India goods, paying duty *ad valorem*, will not be more than 8s. per cwt. while the worſt Weſt-India Muſcovado pays 15s. * In addition to this advantage, it is to be obſerved, that the Weſt-India planter is obliged to pay the duties before the goods can be landed, and it may be many months before ſuch goods can be ſold; during the time they remain in the warehouſe, in proportion as the Sugar is bad, the waſte, by the draining of the molaſſes, is conſiderable—ſo that when the Sugar is ſold, the planter finds he has paid freight

* When the duties were laid on foreign Sugars, there being only 1s. 5d. on Britiſh plantation Sugars, ſuch duties amounted to a prohibition; but this is by no means the caſe at preſent—the duty of 15s. the cwt. on plantation Sugars, will operate as a bounty to the ſervants of the East-India Company, to import refined Sugars from thence; and not only refined Sugars, but Sugar-candy, which, when pounded, has been looked on as brown Sugar only: and the heavy duties that ſpecies of Sugar is loaded with, expreſsly to prevent its importation from the Eaſt-Indies, are evaded—and thus the Sugar-candy of Batavia, the Philippine iſlands, Pegu, Cochin China, and China, may be ſmuggled into Great Britain, as well as imported into Europe, to the prejudice of the Britiſh Weſt-India Sugars.

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and duty for one, or perhaps two cwt. more than he ſells, whereas the Bengal Sugar pays duty only for what is really ſold. The average price of Weſt-India Sugar, as publiſhed in the Gazette, on the laſt Saturday in Auguſt, was only 35s. 10d.; and the general average for the ſix weeks preceding that date, 39s. 6¾d.; the general average for the next ſix weeks, was only 38s. 0¾d. excluſive of the duty. Great part of the Sugars on which this average was formed was clayed, and others (Muſcovados) ſo fine, as to be very little inferior to them: thus the editor of the letter from Purnea muſt have ſeen, that the prices of Sugars which ſold at the Company's ſales on the 2d of January, 1793, at 56s. the cwt. have not only fallen to half that value, (which the letter-writer ſays, page 46, will ſtill leave the Indian exporter a ſufficient profit) but to leſs than 1-fourth of that price; and although the average of ſuch Sugars has lately *riſen* very conſiderably, it ought to be known, that ſuch riſe has been occaſioned by there being ſcarcely any at market, or in the hands of the firſt importers, either merchants or planters, who are rather injured than benefited by the advance of price—and feel every inconvenience

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ariſing from it in common with the public, who are obliged by the ſpeculators, the refiners, and grocers, to pay for thoſe Sugars which were bought at half the preſent price, as if ſuch had been the price, at which that commodity was ſold, four or five months before. By this means, the conſumption of the article is diminiſhed in Great Britain, and the revenue proportionably leſſened:—while the war continues, the evil ſeems to be hardly remediable, at leaſt, there is reaſon to fear, it will be increaſed during part of the preſent year; for whatever has been the cauſe of the delay, the ſhips which are to bring home the crop of the preſent year, and for that purpoſe ſhould have ſailed in October or November laſt, did not leave Portſmouth till the 15th of February, very few new Sugars can arrive till September or October next, conſequently, it is to be feared, the average may riſe ſo high on what ſmall quantities may arrive, that the exportation may be ſtopped—very ſoon after which, the bulk of the crop may arrive, and the planters and merchants may be at the mercy of the purchaſers; Sugars will then fall as they did at the ſame time laſt year, to a price which will ruin the planters, whoſe

whoſe neceſſities will oblige them to ſell.—The export will again take place, and Sugars will be ſent to foreign markets at little more than half the price, which the conſumer who now buys from hand to mouth, will be obliged to pay for them. The above obſervation muſt prove, that the proviſions of the bill for regulating the allowance of the drawback, and of the bounty on the exportation of Sugars, are improper; when Sugars are cheap, many thouſand hogſheads are at market and ſold in a week—when they are dear, very few are at market, and not a tenth part ſold in the ſame period. To ſhew the juſtice of this remark, I ſubjoin the quantity of Sugars ſold the firſt fortnight in October, and the quantity of the ſame commodity ſold in the laſt fortnight of February laſt:—

	Hhd.	Ti.	Bar.	Hhd.	Ti.	Bar.
The 1ſt week in Oct.	4941	268	42			
2d week -	3537	315	135			
				8478	583	177
3d week in Feb.	504	67	0			
4th do. -	354	6	0			
				858	73	0

Part of thoſe Sugars were clayed Sugars, or Muſcovados of the firſt quality: ordinary Weſt-India Muſcovado at that time not being at all in demand. A great many of the inferior kinds, therefore, which ſold at 38s. to 40s. with the duty of 15s. charged thereon, are included in the price—ſuch Sugars, however, were worth at leaſt 6s. or 7s. per cwt. more than the Eaſt-India Muſcovado of the ſame appearance; ſo that there is great room to believe, the average of Eaſt-India Muſcovado would not at that time have been worth more than 20s. to 30s. by which means they would have paid, if any had been at market, much leſs duty than Britiſh plantation Sugar; beſides the advantage of paying for no more than would have been ſold, and having a credit for the duties, which they pay one half at ſix, and the other at twelve months after the goods are landed—Nor is this all; the expenſes of lighterage, landing, cartage, warehouſe-room, brokerage, and commiſſion on the Eaſt-India Sugars, are no more than 3 per cent. inſtead of 7 per cent. as ſtated by the letter-writer, which will be leſs than 1s. per cwt. on theſe Sugars; while the Weſt-India planter pays 2½ per cent. on the groſs ſales of the Sugars, where-

whereon the duty has been paid; beſides the other charges above enumerated, which amount to twice more than what is paid by the importer of the Eaſt-India goods.

Thus it appears, that the Bengal *Muſcovado* Sugars are more favoured with regard to duties and drawbacks, than thoſe of the Weſt-India colonies, while nothing urged by the letter-writer tends to prove, that if there was any good policy in permitting Bengal Muſcovado Sugar to be brought to England by individuals, in Britiſh ſhips, ſubject to the ſame duties and drawbacks, as the Sugars from the Weſt-India iſlands; "(which he "ſuppoſes erroneouſly not to be the caſe) "that all, or the greateſt part of the Sugars "exported from Bengal, will not be carried "away in foreign ſhips, or by contraband "tonnage under foreign colours," and be exported to thoſe countries formerly ſupplied from Great Britain or her Weſt-India colonies.

It is evident, from what has been ſaid before, that the importation of Muſcovado Sugar from Bengal into Great Britain, in Britiſh ſhips, is not the real view of the let-

ter-writer. It is clear, the intention is to ſhip none but Sugars that have been refined, which cannot be done without repealing thoſe acts, which have judiciouſly laid ſuch refined Sugars from India under duties, which amount in a great meaſure to a prohibition. Upon what principle, then, are we to account for the pains taken by this letter-writer, and his friends in India, to promote the cultivation of a commodity, which muſt have the bad conſequences, with which he owns ſuch commerce muſt be attended?

It is ſaid, the remittance of the fortunes made by gentlemen in India, or of the revenues of Bengal to Europe, cannot be made in the manufactures of the country, laden on board Britiſh ſhips, legally manned and navigated, but to a conſiderable loſs. But, if refined Sugars are permitted to be ſent in foreign veſſels to America, or the ports in the Baltic, it is ſuppoſed ſuch remittances may be made to greater advantage. It is therefore, contended, that the ſovereigns of Bengal have not authority to reſtrain the export of that commodity—if they have not power to reſtrain one article of the produce of the country, how have they authority to re-

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ſtrain the export of any other? If Sugar can be exported without reſtraint from Britiſh ports in India, or from any other port in Bengal, in foreign veſſels, contrary to the will of the ſovereigns of the country, how can they prevent other goods from being ſhipped on board the ſame ſhip? I am told, the letter-writer has himſelf ſhipped 4500 tons of Sugar from Calcutta, on board foreign ſhips to Copenhagen, in the courſe of laſt year. I have no right *to ſuppoſe*, there were any other manufactures ſhipped on board the ſame veſſels; I know, however, that advertiſements have been repeatedly inſerted in the public newſpapers, and ſtuck up in Lloyd's Coffee-houſe, to inform people, that Daniſh and other foreign ſhips were about to ſail to Bengal; and offers have been made, that ſuch ſhips would touch at ſome port in the Channel, and take in freight or paſſengers for India: other veſſels to ſail under the American or Imperial flags, have been purchaſed, repaired, or fitted out from the river Thames, for the ſame *patriotic purpoſes*. An American conſul is ſaid to be now reſiding at Calcutta; to take care, undoubtedly, of the intereſt and commerce of the ſubjects of that republic: and I

have undoubted information, that propoſals have been made to mercantile houſes of the firſt reſpectability in this kingdom, from gentlemen at Philadelphia; to form a ſociety, and eſtabliſh a houſe of commerce near to Calcutta, for the purpoſe of carrying on a very extenſive trade—not in Sugars only, but on every other article which may be beneficially imported or exported to or from thence, from or to Europe or America.

If, therefore, while in the Weſt,* Great Britain guards with the utmoſt jealouſy the trade of her colonies from any participation with foreign ſtates, ſhe encourages foreigners in the Eaſt, to increaſe their ſhipping and mariners, by allowing them the advantages of trading in the Company's ports in India without reſtraint; "there is no doubt, but the national capital and ſpirit will be forced into the impure channels of a contraband trade, to the aggrandiſement of foreign ſtates, and the impoveriſhment of our own." And therefore, to extend the cultivation of Sugar in India beyond what is produced for the conſumption of that country will be, to raiſe

* Bengal Sugar, page 50.

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an article for the ſupport of ſmuggling, which muſt inevitably increaſe the trade and navigation of our rivals in commerce, both in America and Europe. *

As the juſt and wiſe principles on which the navigation laws have been founded, and the uniform ſtrictneſs with which they have been adminiſtered, leave us but little doubt, that they have always been conſidered as the grand ſupport of our maritime ſtrength, and the protection of our national commerce; we are encouraged to hope, that thoſe laws will be enforced, as well in the Eaſt-Indies, as in Europe and America; and if the ſhips of the laſt-mentioned country, or any other ſhips fitted out from Oſtend, or any other convenient foreign port, by Britiſh or other adventurers, have hitherto had a free entry into the ports of the Company in India, they will ſoon be prohibited, or ſo regulated, that the benefit of the trade of the Indian ſeas may be enjoyed by Great Britain, or the natives of India, in preference to the ſubjects of other European powers, or of the American ſtates; and the ſhipping acquired

* Bengal Sugar, page 49.

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by the Britiſh ports in India be hereafter confined to ſuch veſſels, as ſhall have Britiſh regiſters, and be navigated according to law, by Britiſh ſeamen.

I have before taken notice of the quantity of Eaſt-India goods exported to Africa, but have ſaid nothing reſpecting thoſe heretofore exported to the Weſt-Indies; not only our own colonies, but the continent of North America, uſed to be, in a great meaſure, ſupplied with Eaſt-India goods from Great Britain.

That is no longer the caſe; and as it is aſſerted, the American ſhips can carry every ſpecies of India commodities from thence, at from 11l. to upwards of 20l. a ton cheaper than the Eaſt-India Company can import them into Great Britain; they can and do, and certainly will continue to carry all Eaſt-India commodities to America; and thus not only the Sugars of Bengal, but all other manufactures of that country are, and will be carried away in foreign ſhips, or by contraband tonnage under foreign colours:—and all thoſe places in North and South America, which uſed to be ſupplied with Eaſt-India

goods from Great Britain are now, and will be hereafter, (if a ſtop is not put to ſuch traffic) ſupplied by the Americans, to the unſpeakable injury, not only of the Eaſt-India Company, but to the manufactures of theſe kingdoms, (in the ſtead whereof, thoſe of India are ſubſtituted).

Excluſive, however, of the injury which the ſyſtem lately adopted will, if purſued, do to the Weſt-Indies, if not to the Eaſt-India Company, and the manufactures of Great Britain: the raiſing a new ſhipping intereſt in India, to the advantage of the commerce and navigation of foreign ſtates; cannot fail to have the moſt fatal effects on the national commerce and navigation.

Two hundred thouſand tons of ſhipping are, we are told, added to thoſe before employed in India; and, conſequently, 18,000 ſeamen, allowing nine men for each 100 ton employed in the navigating them—we are not left in doubt, to whom the greateſt part of theſe ſhips and their ſeamen belong. *

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* The number of ſeamen neceſſary to be employed in long and remote voyages to countries, where, in caſe of

It appears by the appendix to the letter from Purnea, marked A. that the Americans can fit out ſhips, built of timber, equal to any we have in Europe; ſheathed and coppered, with proviſions for a voyage of ten months, and two months pay to the ſhip's company, for about 10l. the ton, carpenter's tonnage. Such ſhip cannot be built and fitted out in the ſame manner from Great Britain, with proviſions and two months wages to the ſeamen, under double that ſum. Well, therefore, may the letter-writer obſerve of America, (page 13) "That the ſubjects of this riſing nation "being unfettered with prohibitory regu- "lations in their own country, and having "all the advantage of trading in the Com- "pany's ports in India without reſtraint, "will very ſoon become the principal car-

death or deſertion, any loſs which may happen, cannot be ſupplied, will probably be more, than in thoſe which are ſhorter, and to countries where ſailors may eaſily be got in caſe of need; ſo that, it will be more juſt to reckon ten men to every 100 tons of ſhipping employed in an Eaſt-India voyage; indeed, it appears from the evidence before the Privy Council, that the number of ſailors in the Weſt-India ſhips, were more than 8 5-8ths to every 100 tons of ſhipping employed.

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" riers in the Indian ſeas, and, in a great " degree, the medium of conveyance from " India to Europe." If they are permitted to enjoy ſuch ſuperior advantages over the ſubjects of Great Britain, " the Americans " will ſpeedily ſuperſede us, and appropriate " to themſelves the principal commercial " advantages which our Aſiatic empire has " to offer." *

Such are, and will be ſome of what the letter-writer calls, " the good effects of " throwing open the trade of the Indian " ſeas."

Can any thing be more fatal to the intereſts of Great Britain, than the ſuffering 200,000 tons of ſhipping, which muſt chiefly belong to foreigners, and " great part " of which is equal, if not ſuperior in " point of conſtruction and equipment, to " any claſs of private merchants' ſhips in " the world;" to carry on the trade of the Eaſt-India Company, both in the Eaſt Indies, and from thence to Europe and Ame-

* Bengal Sugar, page 15.

rica, while it is impoſſible for the ſhips of Great Britain to enter into a competition with them—from her merchants being unable to build or navigate their ſhips at leſs than double the ſame expenſe; and from being, beſides, actually deprived by the ſevereſt laws of partaking, in any degree, in that commerce, to which they ſeem to have a peculiar title, and which is thus delivered over to foreigners.

It muſt aggravate the diſtreſs of the Weſt-India planter, to reflect, that the deſtruction of his fortune, which this change of ſyſtem will occaſion; can neither benefit the nation at large, nor the Company in particular. The letter-writer allows, that Eaſt-India Muſcovado Sugar cannot be brought to Europe with advantage, in Britiſh ſhips legally navigated, even although ſuch Sugars ſhould only be ſubject to the very ſame duties and drawbacks as thoſe of the Weſt, becauſe other modes of conveyance can be furniſhed at half that price. Thus the merchant, importing Bengal Muſcovado Sugar into Great Britain, will be unable to meet the direct trader (to Oſtend) under foreign colours, on equal terms. The export trade

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of refined Sugar will be loſt to this country, and the Weſt-India planter, and the fair-trading importer of Sugar from Bengal, will be involved in one common ruin. The ſuffering the Sugars of Bengal to be brought to Europe, even in Britiſh ſhips, were it practicable, will not only be injurious to the Company, but does not ſeem to be in any manner neceſſary, either for the purpoſe of bringing home or augmenting the land revenue of Bengal. It is not to be ſuppoſed, lands in India capable of producing the Sugar-cane, are not equally fit for other valuable productions of the tropical countries. The very low price of labour ſeems to point out the propriety of employing the inhabitants in cultivating thoſe commodities, which our Weſt-India colonies do not ſupply; or at leaſt, not in ſuch quantities, as to prevent our having recourſe for them to ſtrangers, and the value whereof would render the freight no great object. Indigo and Cochineal are of the number; * the various other

* Cochineal is not, perhaps, at preſent raiſed in India; but the plant may, without difficulty, be carried there, with the inſect on it, and cultivated to great advantage. Mr. Law, in his account of the riſing reſources of Bengal,

other articles employed in India, in dying their Callicoes, might be brought home to the improvement of thoſe manufactures, in which we ſurpaſs all the other nations of Europe. Experiments, to uſe the words of the letter-writer, may be tried to raiſe ſuch commodities, with little hazard to the Company's intereſts, and great advantage to this nation at large.

Unacquainted as I am with all that may be proper or advantageous to the Company, I enter not into the queſtion, how far it will be prudent in them to licenſe Britiſh ſhips to go to India, and bring from thence ſuch goods (except Sugar) as are enumerated by the letter-wri-

gal, enumerates Rice, Wheat, Deer, Kid, and Sheep-ſkins, Hides, and Pot-aſhes, as articles which may be beneficially imported into Great Britain from Bengal, to which it is imagined, Cocoa may be added as well as Indigo. The attention paid by Mr. Anderſon to extend the manufactures of raw ſilk, and eſtabliſh filatures on the Coaſt of Malabar, deſerves the higheſt praiſe; and that commodity is ſo valuable, as to make the difference in freight between 15l. or 25l. the ton, an object of no importance, as the difference in the rate of inſurance on ſuch ſhips as the Company employ, and the common unarmed mercantile ſhipping; will be more than an equivalent.

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ter. As to the article I have excepted, I hope I have ſhewn that the ſuffering it to be brought from Bengal in Britiſh ſhips, although an experiment which may, perhaps, be tried without much injury to the Company, will be attended with pernicious effects to the private merchant, and fatal ones to the property of the Weſt-India planter, the Britiſh manufactures, and the land-holder.

It certainly will be leſs pernicious both to the nation at large, as well as to the Company, to licenſe Britiſh ſhips to carry on the coaſting trade of India, or to export ſuch goods from Bengal to China, " or ſuch rough " goods from Bengal to this country, from " which the Company cannot derive much, " if any profit, at the rate they now pay for " tonnage, than to ſuffer ſuch trade to be " carried by the Americans, or Britiſh ad- " venturers from Oſtend or any other port, " from which it may be convenient to carry " on a contraband trade." The Britiſh ſhips may be, in ſome meaſure, under the controul of the laws and regulations of the kingdom. If ſuch ſhips bring home any other goods, than thoſe they are permitted to load on board, they may be ſeized and confiſcated. They may be compelled not

to break bulk, or diſcharge any part of their loading, except in Britiſh ports, and under the inſpection of the Officers of the Cuſtoms; but if foreigners are permitted to load their ſhips in India, for foreign ports, with any certain ſpecies of goods whatever, how can they be reſtrained from clandeſtinely taking on board ſuch other commodities as they think proper?

It cannot be doubted, but the commerce which may be carried on from one part of the peninſula of India to another; from the coaſts of Malabar and Coromandel to Arabia, to the kingdoms of Ava, Pegu, Siam, China, and other rich countries of Aſia, under proper encouragement, would promote the commerce and marine of Great Britain, and open new markets for the manufactures of this country, beyond what the moſt ſanguine imagination can at preſent have any adequate idea of:— ſurely, therefore, it muſt be falſe policy in the Government of this country, to leave the Britiſh ports of India open to the ſhips of foreigners, while thoſe of private merchants are prevented from participating with them in the advantages of the coaſting trade of India by prohibitory regulations, which they are able to evade by ſailing under foreign colours,

lours, to the advantage of foreign ſhipping, and the injury of our own navigation.

Unacquainted myſelf, with the manner in which the commerce of India is carried on, I could not help doubting, how far the letter-writer's ſtatement of facts was to be relied on, with reſpect to the quantity of ſhipping employed in the coaſting trade of India—nor could I ſuppoſe the 200,000 tons of ſhipping acquired by the Britiſh ports in India, could all of it be ſhipping of foreigners; and, upon inquiry, I have learned, that the *beſt* of the ſhipping employed in ſuch coaſting trade is built in the country, as ſuch ſhips muſt be built and equipped even at a much heavier expenſe, than thoſe built and fitted out in Great Britain; and are, if built in the Britiſh ports in India, entitled to a Britiſh regiſter—ſuch ſhips are, doubtleſs, not to be objected to: but it is much to be feared, if the American ſhips are allowed to enter the Britiſh ports of Bengal, the number of country-built ſhips, as well as thoſe of Great Britain, will not long, form any conſiderable portion of the ſhipping employed in that part of the world; and not any of that, which will be employed in the bring-

ing the commodities of the Eaſt to Europe, under foreign colours.

The more I reflect on it, the greater is my ſurpriſe, in finding any part of the commerce of India carried on by American or foreign European ſhipping, from the Britiſh ports in India; becauſe, I conceive the permitting ſuch commerce, to be not more impolitic than illegal. If it ever was conſiſtent with ſound policy, to prohibit American veſſels to bring the produce of America, to the Britiſh ports in the Weſt-Indies: or to ſupply themſelves with the commodities which were permitted to be exported from thence to America; except in Britiſh ſhips; even although ſuch American commodities are not only eſſentially neceſſary to the benefit, but frequently to the very exiſtence, of the inhabitants of the Britiſh iſlands; and they could not obtain them by Britiſh ſhipping, under three times the expenſe at which the Americans could ſupply them in their own veſſels: ſuch as ſtaves, heading, houſe-frames, wood-hoops, ſhingles, and lumber of all kinds, flour, Indian corn, ſalted meats, horſes, cattle, and feathered ſtock. It ſurely is equally prudent, or more ſo, to confine the commerce

merce of India in a ſimilar manner; and, indeed, upon examination, I do not find that any difference ever was, or is at preſent, made by the laws of trade, between the ſubjects of Great Britain, inhabiting the plantations, colonies, or *territories*, poſſeſſed by his Majeſty, in one part of the world or another.

Yet American and other foreign ſhips are not only permitted to trade in the Britiſh ports of India without reſtraint; and from one Britiſh port in India, to another: but the Britiſh ſubjects in India appear, by the letter-writer's account, to purchaſe and employ ſuch ſhips, while none but Britiſh built ſhips were ſuffered to load in the ports of the Britiſh plantations in America, or can be purchaſed by Britiſh ſubjects there: as, though owned entirely by Britiſh ſubjects, and manned with Britiſh mariners; they will not be intitled to a Britiſh regiſter; and when lately the diſtreſs, which the inhabitants of the Britiſh Weſt-India colonies were under, for the means of preſerving themſelves from famine, induced, or rather obliged, the governors of the ſeveral iſlands, to permit the importation of proviſions, and other articles of the firſt neceſſity, into the Britiſh ports of

thoſe colonies, in American or other foreign veſſels, from the American ſtates, or the foreign Weſt-India ſettlements: it has been thought neceſſary to paſs an act of parliament to indemnify ſuch governors, for having thus contravened the Britiſh acts of navigation; neither yet, hath the parliament of Great Britain otherwiſe thought proper to relax thoſe laws, (the proviſions of which cannot be rigidly enforced, without the moſt calamitous and fatal conſequences, to the proſperity and exiſtence of our Weſt-India poſſeſſions). Except where the ſame imperious neceſſity has occurred, which has always juſtified ſuch departure from them heretofore: and, however expedient it has been found to permit a more free intercourſe between North America and the Britiſh Sugar colonies, by the treaty lately made with thoſe ſtates, in caſe ſuch treaty ſhould be ratified, it is neither expected or wiſhed, by the Weſt-India planters, that the commodities of America or of the iſlands, ſhall be ſhipped either to, or from, the one or the other, in American veſſels, of a burden ſufficient to injure the navigation of Great Britain; by transferring to the Americans, the carrying trade of the Weſt-India colonies, directly from thence to

Europe;

Europe; which probably would be the caſe; if permiſſion ſhould be given, to load the produce of the iſlands, in veſſels of more than one deck, which are unable to carry a ſufficient loading of goods of a periſhable kind acroſs the Atlantic ocean, ſufficient to pay the freight and expence of ſuch ſmall veſſels.

The letter-writer calls the Company The Sovereigns of India---but that he does not from thence, ſuppoſe them excluſively ſo, is clear, from his calling the ports, they thus poſſeſs in India, *Britiſh ports*.

They can no otherwiſe be ſovereigns of the *territories* they poſſeſs in that part of the world, than Mr. Codrington is ſovereign of Barbuda; or, than the late Lord Baltimore was ſovereign of Maryland.

Though writs run in the late Lord Baltimore's name, as being "by the grace of "God, abſolute lord and proprietor of the "province of Maryland and Avalon." And crimes were ſaid to be committed againſt "his peace and dignity," yet that colony was not leſs ſubject to the Britiſh laws of ſhipping and navigation; nor do I find the

Eaſt-

Eaſt-India Company's territories, leſs ſubject to the laws of Great Britain, in that reſpect, than thoſe of the proprietors of the American provinces were, while they continued a part of the Britiſh Empire.

By 12 Cha. II. chap. 18. it is ordained, " that no goods or commodities ſhall be imported into, or exported out of, any " lands, iſlands, plantations, or territories, " to his Majeſty belonging, or in his poſſeſſion, or which may hereafter belong to, " or be in poſſeſſion of his majeſty, his " heirs and ſucceſſors, in *Aſia*, Africa, or " America, in any other ſhip or veſſel, but " in ſuch ſhips or veſſels as do truly, and " without fraud, belong only to the people " of England or Ireland, the dominion of " Wales, or town of Berwick upon Tweed, " or are of the built of, and belonging to, " any of the ſaid lands, iſlands, plantations, " or territories, as proprietors and right " owners thereof, and whereof the maſter " and the three-fourths of the mariners, at " leaſt, are Engliſh, under pain of forfeiting the goods, and alſo the ſhip or veſſel, " with all its guns, furniture, tackle, ammunition and apparel, one-third to the

" King, one-third to the governor of the " land, iſland, plantation, or territory, where " the fault was committed, in caſe the ſhip " was there ſeized, or otherwiſe ſuch third " part to the King, and the other third part " to the perſon ſeizing, informing, or ſuing " for the ſame; and it is thereby enacted, " that no Sugar, Tobacco, Cotton, Wool, " Indigo, Fuſtic, or other dying wood, of " the growth, production or manufacture of " any Engliſh plantations in America, Aſia, " or Africa, ſhall be ſhipped, carried, con- " veyed, or tranſported from any of the ſaid " plantations to any land, iſland, territory, " dominion, port or place whatſoever, other " than to ſuch other Engliſh plantations as " belong to his Majeſty, or to the kingdom " of England or Ireland, or principality of " Wales, or town of Berwick upon Tweed, " there to be laid on ſhore, on pain of for- " feiting the goods or value thereof, and " alſo the ſhip with all the guns, tackle, ap- " parel, ammunition, and furniture, one " moiety to the King, the other to the perſon " ſeizing and ſuing for the ſame."

The care of the legiſlature of this king- dom, to reſtrain the commerce of all the ter-

ritories

ritories under his Majeſty's dominion, as far as was poſſible; with intent to encourage the marine, by increaſing the ſhipping and ſeamen of Great Britain; and thereby maintaining the ſovereignty of the ſeas; is manifeſt, from the many acts of parliament paſſed from time to time, to ſupport and ſtrengthen the proviſions of the act above cited: which has always been conſidered as the palladium of the Britiſh commerce and naval power. By ſome of thoſe acts, the governors in his Majeſty's foreign poſſeſſions, are enjoined to take a ſolemn oath, to carry the regulations of the ſeveral laws reſpecting the commerce and navigation of the nation, into execution, under pain of deprivation, and diſability to hold that, or any office under the crown, and a penalty of 1000l. By another act of parliament, paſſed 7 and 8 William and Mary, chap. 22. "not only ſuch governors of foreign "plantations as were appointed by his Ma- "jeſty, but all governors appointed by per- "ſons having a right to nominate ſuch "governors, were obliged to take ſuch "oath;" and that the law might be more effectually carried into execution, "the "Lords addreſſed the King, recommending "a ſpecial

"a ſpecial inſtruction to be given to the "governors, to attend more ſtrictly to the "obſervance of the Plantation Laws; that "where there was no governor of the king's "appointment, the proprietors ſhould en- "ter into ſecurity for their governors duly "obeying the king's inſtructions, and re- "commending it to his Majeſty, to take "ſpecial care—that the *governors in thoſe "colonies, which were charter governments*, "ſhould give ſecurity for obſerving ſuch in- "ſtructions, as they ſhould receive from the "King upon this head: and the proprietors "of the proprietary governments, to be an- "ſwerable for the conduct of their depu- "ties."*

It is certain that thoſe regulations as much regarded the Eaſt-Indies, as the American colonies; for, in whatever light the India Company may be looked on, in whatever manner they hold the lands they poſſeſs in Aſia, as ſovereigns of thoſe territories, they are ſo, merely as ſubjects of Great Britain. And thoſe territories muſt be conſidered, as

* Reeves's law of ſhipping and navigation, page 90.

under the dominion and in the poſſeſſion of his Majeſty. "The law officers of the Crown, in the year 1785, expreſsly declared their opinion, that Surat was a place under his Majeſty's dominion, and therefore, that ſhips built there, were entitled to a regiſter, as being built in a colony or plantation belonging to his Majeſty. The right of ſovereignty in all ſettlements made by the Company, being expreſsly reſerved by their charter. This was particularly the opinion of the late Lord Camden, and Mr. York obſerved, on a caſe ſtated to him, and to the late Lord Camden, then Attorney General, that the act of navigation, and the other acts made in confirmation of it, referred, not only to the *plantations and territories* belonging to, or in the poſſeſſion of the Crown, at the time of paſſing the ſame; but to future acquiſitions."*

Yet Sugars and other enumerated goods are permitted to be laden in the ports of India, without the bond reqtuired by theſe acts being given.

* Reeves's law of ſhipping and navigation, page 130.

It

It appears, from the acts of navigation, that it has always been the intention of the legiſlature of this kingdom, to confine the commerce thereof, with Aſia as well as with Africa and America, as much as poſſible to ſhips belonging to the ſubjects of his Majeſty, built in Great Britain or Ireland, or in the plantations or colonies in his Majeſty's poſſeſſion, and under his dominion, to be navigated alſo by the Britiſh mariners, ſo that, as has been juſtly obſerved, it will be found from the wording, and tenor of the various ſtatutes made on this ſubject, that the acts of navigation were regulations more of a political, than a commercial nature; and that the whole of the advantage to be derived therefrom was intended to center in the navy of England, and that the object, in view, is the increaſe of ſhips and not of commerce, and the intereſt of the latter is frequently made to give way to the former.

It was upon this principle, that in the very ſame ſeſſion in which the act of 12 Cha. II. was paſſed; another was made to prevent the cultivation of tobacco in England, that the planters in America might be encou-

raged to raiſe that commodity, the tranſportation of which required ſo many ſhips, and employed ſuch a number of ſeamen.

Sundry other acts were afterwards made to render the prohibition of planting tobacco in England ſtill more effectual.

The ſame attention has continued to be paid to the navigation of the kingdom, even in the arrangement made on the late renewal of the Eaſt-India Company's excluſive privileges; for, although Mr. Dundas allows (I know not upon what grounds) "that foreign "nations are intitled to carry on trade with "our Indian poſſeſſion, yet it appears to "have been his intention, and that of the reſt "of his Majeſty's miniſters, that every "care ſhould be taken to prevent that clan-"deſtine trade, which was notoriouſly car-"ried on to a conſiderable extent between "Europe and India." And Mr. Dundas declared it "to be the peculiar duty of adminiſtration to watch over the intereſt of the public, and to take care, that the important concerns of Great Britain, with regard to its Indian empire, ſhould be ſettled in a manner ſubſtantially beneficial to the extenſion of

its

its commerce, and the improvement of its revenue;" and for that purpoſe it was, Mr. Dundas inſiſted, whether the matter in debate reſpected the fair trade of foreigners, or the clandeſtine trade of Britiſh ſubjects, it ſhould only be carried on, by the agency either of Britiſh ſubjects, or of natives, the ſubjects of our power in India, in order that the trade, which was carried on by foreigners, with India, might continue to exiſt as a legal practice, controuled and regulated as expediency might ſuggeſt, inſtead of continuing in the face of the law, with every diſadvantage, which may be ſuffered to attend its exiſtence, without the advantages of regulation and controul.

The language of the gentlemen connected with the Eaſt-India Company is, that the kingdom of Bengal is a free independent empire; to which all nations have a right to trade, at the ſame time they deny that right to all Britiſh ſubjects but themſelves; for, by the late act for continuing to the Company, for a further term, the poſſeſſion of the Britiſh territories in India, together with their excluſive trade; not only Britiſh ſhips, but Britiſh ſubjects not in the Company's ſervice,

vice, or licenſed by them, are prohibited from ſailing to, or reſiding on their territories.

This doctrine, and theſe regulations, appear ſo inconſiſtent with the ſpirit of the acts of navigation; by which a preference to Britiſh ſhipping, and the commerce of the ſubjects of Great Britain, are ſo carefully provided for, that ſuch powers of regulation and controul, appear to be of the utmoſt importance.

It is clear from the letter from Purnea, and the report of the committee before-mentioned, that, however free, the trade of foreign nations with Bengal, "is to be conſidered, that the Company have a right, ſince their poſſeſſion of the dewannee, to regulate the commerce of India, by laying on, or reducing ſuch duties of import or export, on goods ſent to, or ſhipped from the Britiſh ports of Bengal, as they think proper. In the exerciſe of that right, they have aboliſhed the duties on the imports and exports of certain goods, from one of thoſe ports to another. Foreign veſſels, therefore, can only trade in ſuch ports, under ſuch reſtrictions, with

with reſpect to duties, as ſhall be judged expedient and proper, to prevent foreigners "from ſupplanting us in the carrying trade of "India; or appropriating to themſelves, the "principal commercial advantages our Aſi-"atic Empire has to offer."*

Mr. Lambert, in his letter to Lord Cornwallis, of September 1790, appears to confine his views, to obtain a preference to Bengal Sugars, over thoſe of China and Batavia, by having a drawback of the Calcutta duties, on all Bengal Sugar exported to any of the other preſidencies, and to have permiſſion to import them into ſuch other preſidencies, (duty free). This is ſurely, what is reaſonable, and conſiſtent with the intereſt of India, while it is not injurious to that of Great Britain, or the colonies; provided ſuch traffic be carried on in Britiſh or Indian ſhipping. On the other hand, permitting the Sugars of Bengal to be brought to Europe free of duty, on foreign ſhipping, or allowing foreign ſhipping to carry ſuch Sugars, from one Britiſh port in India to another; while ſuch permiſſion is refuſed to Britiſh ſhips, ſeems contrary to ſound policy and common

* Bengal Sugars, page 15.

ſenſe,

ſenſe, and a direct violation of all the laws of trade.

If the preſervation of the commerce of our Sugar colonies is of importance to the navigation of Great Britain; if the intereſt of the manufacturers and land-holders of Great Britain, whoſe exports to the Sugar colonies, have been ſo conſiderable as I have before ſtated; are of more importance, than increaſing the landed revenue *of the ſovereigns of India*—If the laws, heretofore made to prevent the cultivation of tobacco in Great-Britain, to encourage her navigation with the American colonies, were wiſe and prudent; the controuling power of government over the Britiſh agents in India, can never be more properly exerciſed than in preventing, inſtead of encouraging the ſale of Bengal Sugars to any perſon whomſoever, for the purpoſe of bringing them either to Europe or America. Indeed if it can be done, conſiſtently with the juſt authority the India Company poſſeſs, over their territorial acquiſitions in Bengal, it would ſeem much more conſiſtent to prohibit the growth of Sugar, (as that of tobacco was in England) or at leaſt, to diſcourage the cultivation of that commodity,

commodity, further than is neceſſary for the conſumption of the inhabitants of India, rather than as adviſed by the letter-writer, "by making advances in the nature of Tacavy, to every riot inclined to undertake the cultivation of Sugar canes, to raiſe an article for the ſupport of ſmuggling, and which muſt inevitably increaſe the trade and navigation of our rivals in commerce, both in America and Europe, while our ports in India continue open for the free reception of ſhips, from every quarter of the globe, except Great Britain."*

There ſeems to be very little force in the arguments made uſe of by the Eaſt-Indian gentlemen, that if you do not ſuffer foreigners to load Sugars in your ports, they may take them in at the foreign ports of Chinſura, Hughly, Tranquebar, † &c. they have

* Bengal Sugar, page 49.

† It may, perhaps, be deemed unneceſſary to make uſe of any arguments to ſhew, whether the Company have any reaſons, good or bad, for encouraging foreigners to bring goods of any kind whatever, or lade others on board their ſhips in any Britiſh ports in India—while the Acts of Parliament are in force, which abſolutely prohibit ſuch traffic under very ſevere penalties.

not done ſo hitherto. The abolition of the Government cuſtoms throughout the interior, the removal of the Chokeys ſtationed by every petty Zemindar in every diſtrict, with the more recent abolition of the Haut, Gunge, and Bazar duties, as well as of thoſe payable on exports from the Britiſh ports in India, which formerly were ſufficient to prevent the export of Sugars from one port of India to another, has occaſioned the trade now complained of; conſequently, the renewal of thoſe reſtraints will have the effect of preventing it. And ſurely, if the Company are really the ſovereigns of India, they may renew the reſtraints they have aboliſhed, or eſtabliſh new ones, to prevent any goods they pleaſe being brought to the ſea-ports in India, not belonging to the Company, and when brought to a Britiſh port, they might be as eaſily prevented from ſending ſuch goods to foreign ports, or in any other but Britiſh ſhipping, as it is to do the ſame in the Weſt-Indies. Nothing more is required, than to oblige the Captain of ſuch ſhips, to give the enumerated bond required by the Act of Parliament, to produce a certificate, that the goods laden have been diſcharged in ſome other Britiſh port

in

in Aſia, Europe, or America. I know not, if the Governors of the different parts of India take the oaths directed by the acts of navigation to ſupport thoſe laws; or, if they do not, ſurely, they are ſubject to the penalties of thoſe acts for the omiſſion.—None of ſuch acts having been repealed, or ſuſpended by the late act of 33d of his Majeſty's reign, or by any other act for regulating the excluſive trade of the Eaſt-India Company. On the contrary, it is particularly provided by the laſt act, that no ſubject of Great Britain ſhall ſhip any merchandiſe, but in the Company's ſhips, or ſhips provided by them bound to the port of London: nor are the private traders permitted to export certain enumerated commodities, even in thoſe ſhips; and by clauſe 86, no perſon is permitted to import or export any commodities into, or from India, contrary to the proviſions of any act, or acts of Parliament now in force.

It is true, indeed, that by clauſe 139, "The ſervants of the Company, other than "ſuch of them as ſhall or may be ſpecially "prohibited by any law or ſtatute, or by "any order of the ſaid Company or their

" government abroad, other than ſuch free " merchants licenſed by the Company to " reſide in India, are not reſtrained from " buying any goods, and ſelling the ſame " again in India, to the ſubjects of any " foreign nation or ſtate, or from acting as " agents or factors, in the importing or ex- " porting, buying or ſelling goods in India, " for, or on account *bona fide*, of any fo- " reign Company, or any foreign mer- " chant." But, is it poſſible to ſuppoſe, it was the intention of the legiſlature, to permit the exportation of goods ſo purchaſed for any foreign merchant or foreign company, in foreign ſhips to foreign countries, contrary to the acts of navigation now in force.

It is notorious, that heretofore, when the power of the Company in India, was leſs firmly eſtabliſhed than it is at preſent, the commerce of that country was carried on in ſuch manner only, as the ſervants of the Company thought proper to permit. It is, therefore, an improbable ſuppoſition, that when the Company are *the ſovereigns of Bengal*; they ſhould not be able to regulate the

the commerce of foreigners, as well as of his Majeſty's ſubjects or the natives ("equally "the ſubjects of our power in India") as they think proper.

I will, however, for argument ſake, ſuppoſe, that it is improper and impolitic, as well as impracticable, to prevent foreign ſhips entering the Britiſh ports in India, becauſe, if not permitted to enter and trade there, they cannot be reſtrained from *trading* in thoſe of other nations having ſettlements in India—or in thoſe belonging to the country powers. Yet, in ſuch caſe, it ſurely is the buſineſs and the duty of the Company to do every thing in their power, to diſcourage the growth of thoſe articles in the territories under their government, which may interfere with the commerce of the Weſt-Indies, or with the navigation and marine of Great Britain. If the Company cannot do this, let them not call themſelves *the ſovereigns of Bengal*, let them not arrogate to themſelves a monopoly of the Eaſt-Indian commerce, while ſuch monopoly can only be inforced, againſt their fellow-ſubjects of Great Britain and Ireland.

In-

Indeed, there would be a manifeſt abſurdity in government, to attempt the confining to the Company the exportation of military ſtores, ammunition, copper, &c. from this country to Bengal, or any goods the produce of India from thence, which, by the 82d clauſe, are enumerated, as not to be exported or dealt in, but for the Company's account only: becauſe, if under clauſe 135, free Britiſh merchants, or the natives of India, are allowed to act as agents for foreigners, in the purchaſe of all goods, except ſalt, betel-nut, tobacco, or rice, what can hinder their importing or exporting any prohibited goods whatever into, or from ſuch foreign ports, either on the account or in the names of ſuch foreign merchants, or Company, in foreign veſſels, from or to any part of the world; unleſs the Company poſſeſs the power, and the means of controuling ſuch imports or exports into, or out of, every part of the territories under their juriſdiction and ſovereignty?

It muſt, therefore, be evident, either that the Company have ſuch power, or that ſuch clauſes are nugatory and injurious, to the ſervants of the Company or Britiſh ſubjects only.

If

If the Company can enforce obedience to the reſtrictions of the commerce of Bengal, which are contained in thoſe clauſes, they may in like manner regulate the cultivation of Sugar and commerce therein, ſo as to prevent the export of it in foreign ſhips to Europe or America, or to any other port of India, except in Britiſh ſhips navigated according to law.

If ſuch a ſtep would have been prudent heretofore, when the exports and imports to and from our Sugar colonies, amounted to 4,000,000 and 7,000,000, how much more will it be ſo now we are poſſeſſed of great part of the French Sugar iſlands, the amount of whoſe commerce was far ſuperior to that of our poſſeſſions in the Weſt-Indies.

By an accurate account lately publiſhed in France, it appears, that the value of the imports from the French colonies in America, amounted to the enormous ſum of 185,000,000 of livres Tournois, excluſive of 7,000,000 in bullion, which, at 24 livres to the pound ſterling, is equal to pounds ſterling - - 7,708,333 6 8

Of which the value was in	
Sugar and Coffee, -	134,000,000
In Cotton-wool, -	26,000,000
In Indigo and Roucon,	11,600,000
In Cocoa, -	10,000,000
And in divers other articles,	3,400,000
	185,000,000

Of this immenſe importation, goods to the value of 139,000,000, or 5,781,666l. 13s. 4d. ſterling, were exported from France to the following countries, viz.

To Italy, Piedmont, Geneva, and Switzerland, -	20,000,000
To Holland, -	23,000,000
To Germany, -	23,000,000
To Ruſſia, Poland, and the other parts of the North, and Eaſt parts of Europe,	62,000,000
To Turkey, - -	11,000,000
	139,000,000

The value of what remained in France, for the conſumption of the inhabitants of

that kingdom, and for the uſe of the manufactories of France, was no more than 46,000,000, or about 1,916,666l. 13s. 4d. ſterling; ſo that the ſums received by France from all the nations of Europe, by means of the produce of her Weſt-India colonies, amounted to the enormous ſum of 5,791,666l. 13s. 4d. ſterling; whereas, the whole amount of the general balance of the commerce of France was no more than about 6,000,000 of livres, or 2,500,000l. ſterling.

The exports of France to her colonies, amounted to 77,900,000, or 3,180,000l. ſterling, conſiſting of manufactured goods of the value of - - 50,000,000
In proviſions, wines, and brandies, - - 27,900,000

77,900,000

To which ſhould be added, twenty per cent. for the amount of freight, inſurance, commiſſion, and other charges; making together the ſum of 93,880,000 livres Tournois, or 3,911,666l. 13s. 6d. ſterling. Whatever part of this immenſe commerce may

fall into our hands, will tend to augment the balance of our trade with foreign nations; and, in proportion to the increaſe of our intercourſe with the Weſt-India iſlands, "the advantage will center in the navy of "England;" from the addition to the quantity of our ſhipping, and the number of ſeamen employed in that navigation, in which the commercial and political intereſts of the nation are happily united.

It may be proper here to take notice of the report made from the Committee of Warehouſes of the United Eaſt-India Company, relative to the culture of Sugar in the year 1792. It appears from thence, that at the General Court called to conſider of an application to his Majeſty's miniſters, or to the Parliament, for lowering the duties on the Eaſt-India Sugar, "A motion was "made, in which it was aſſerted, the pre-"ſent high duty of 37l. 16s. 3d. per cent. "on Eaſt-India Sugars, while thoſe of "Weſt-India Britiſh Sugar colonies pay only "15s. per cwt. was purely accidental, and not "fixed with any prohibitory view; Sugar "not being ranked among the Company's "imports. At the time of eſtabliſhing the

"preſent

" preſent tariff, * it was not even named, " and can only now be received under the " head of manufactured goods, not enu- " merated at 37l. 16s. 3d. per cent. *ad va-* " *lorem.*"

But I beg leave to obſerve, that this aſſertion is ſo far from being founded in fact, the direct contrary is evident from the Act of the 11th Geo. I. ch. 7, whereby, foreign white Sugars are rated at 7l. 6s. 8d. per cwt. the brown Sugar-candy at 10l. per cwt. and the duty thereon, 1l. 18s. 6d. per cwt.; but if of the Eaſt-Indies, 3l. 16s. per cwt.

White Sugar-candy is rated, 15l. per cwt. and the duty, 2l. 17s. 9d. per. cwt.; but if from the Eaſt-Indies, 5l. 14s. 5d. per cwt.

Theſe duties were certainly laid on to prohibit the importation of foreign Sugars; and particularly, thoſe from the Eaſt-Indies, by way of encouragement to the Britiſh Weſt-India planter.

* Meaning rather, I ſhould ſuppoſe, the book of rates, 11th Geo. I. chap. 7, that in the conſolidating act, Sugar was not even named when the preſent tariff was eſtabliſhed.

The conſequences of this encouragement had ſo happy an effect, that in a few years, the price of Sugars formerly purchaſed of the Portugueſe, were reduced from 8l. to 50s. the cwt. It ſurely is extraordinary, after the legiſlature has ſo pointedly marked its diſapprobation of the importation of Eaſt-India Sugar, that any gentleman ſhould be ſo miſtaken, as to aſſert Sugar was not even named, when the preſent tariff was eſtabliſhed.

On the contrary, I am inclined to believe, Sugar from the Eaſt-Indies could not be imported under 12th Charles II. but as Sugar-candy, or at leaſt as white Sugar: for it appears from the Appendix to the Report, No. 5, that the very name of Sugar is Indian, that the beſt kind of Jaggery or Muſcovado Sugar, is called Shukur or Khand; refined Sugar is called Chinay; an inferior kind of brown Shukur-Khand, is called Miſree; and a ſtill more inferior ſort is called Turry or Rual. *

I have

* It is worth remarking, that although we have not preſerved the Indian Orthography of the word Shukur, we have not changed the pronunciation.—There can ſcarcely

I have above, as before in page 24, conſidered Eaſt-India Sugars as rated and charged, by 12th Car. II. chap. 4, and 18, but that Act may at preſent be conſidered as totally out of the queſtion, as 27th Geo. III. chap. 13. (commonly called the Conſolidating Act,) repealed all duties impoſed by any former act; and from 10th May, 1787, all goods, wares, and merchandiſes imported into Great Britain, from parts beyond the ſeas, from the Eaſt-Indies, therefore, as well as from any other ports, are charged with the ſeveral duties of cuſtom, as the ſame are reſpectively inſerted, deſcribed, and ſet forth, in the ſchedules and tables thereunto annexed, marked A. B. C. D. E.

ly be a doubt, but when Sugar-candy was charged with ſo high a duty when imported from the Eaſt-Indies, it was conſidered, as the generic name of Eaſt-Indian Sugar: as Chinay is of that ſpecies, which having received the greateſt degree of refinement, is alſo charged with ſo high a duty, as to prevent its importation from any foreign country, even from the Britiſh Sugar-colonies. If this conjecture be well-founded, the ordinary Muſcovado, or Eaſt-India Sugar, called Shukur, was charged ſo high by 12th Car. II. c. 18. in order to prevent any Eaſt-India Sugar from being imported.

In the ſchedule, marked A. the duties and drawbacks are thus deſcribed :—

	Duties. Per Cwt.	Drawbacks. Per Cwt.
Brown Sugar-candy from	£. s. d.	£. s. d.
the Eaſt-Indies,	4 19 0	4 14 0
White do. -	7 8 6	7 1 0
Refined Sugar, -	4 18 8	4 10 2
Brown and Muſcovado, (not of the Britiſh plantations) -	1 7 2	1 5 2
White do. do. -	2 5 6	2 1 0

And it is expreſsly declared, page 15, " That ſuch goods, the duties of cuſtoms " and drawbacks on which are not parti- " cularly affixed * *as ſuch*, in the ſchedule

* In order to give a colour to the importation of the Eaſt-India Sugar, the words, " *as ſuch*," ſeem to have been conſidered as relative to the words " goods, wares and merchandizes," inſtead of the words " duties of cuſtoms and drawbacks :" which are the immediate and proper antecedent words, if on account of the different kinds of Sugar made in the Eaſt-Indies, not being nominally charged with duty as Eaſt-India goods, in ſchedule A. the duty of 37l. 16s. 3d. per 100l. of their value is all they are to pay ; the rum which may be diſtilled from the ſkimmings or molaſſes of the Eaſt-India Sugar, may in like manner be imported here, on a duty of 9d. a gallon, " while the duty and exciſe on Weſt-India rum are ſo very high, as to render it even at preſent, ſcarce worth making to ſend to Great Britain."

" marked A. thereunto annexed, ſhall be " ſubject and liable to ſuch duties of cuſ- " toms, on importation into Great Britain, " as particularly affixed thereto, and ſet forth " in the table thereunto annexed, marked B."

It appears, therefore, that the duties laid on Sugar from the Eaſt-Indies, under the name of Sugar-candy, were intended to operate as a prohibition, and that no foreign Sugar whatever can be imported, but under the duties above-mentioned.

The only thing to be wondered at, at preſent, is, how the importation of ſuch Sugars hath been permitted, as " unrated Eaſt-In- " dia goods." For there cannot be a more idle pretence, than to alledge, becauſe Sugar-candy is the only ſpecies of Indian Sugar deſcribed in ſchedule A.; that, therefore, Sugar called Chinay, Miſree, Turry, Rual, Gour, Jaggery, or any other Indian name, if coming from the Eaſt-Indies, is to be conſidered as manufactured goods; not otherwiſe enumerated or deſcribed, on which duties are payable as ſet forth in ſchedule B. which can only reſpect ſuch goods as were not

not deſcribed or enumerated in ſchedule A. and can relate only to ſuch goods, the names of which are not mentioned at all in ſuch firſt ſchedule, either from being of a kind imported from the Eaſt-Indies only, or being ſuch goods as could not be ſpecifically deſcribed by name. Thus cotton goods, not particularly deſcribed in ſchedule A. are to pay certain duties *ad valorem*; and if the other kinds of Sugar, beſides Sugar-candy, had not been deſcribed in letter A. by the names of refined Sugar, or white, or brown Sugar, not of the Britiſh plantations: no doubt, but the other ſpecies of Sugar from India would have been charged with duties *ad valorem*, as other cottons are, which are not particularly named in ſchedule A.—but all Sugars being particularly deſcribed, and enumerated by name in ſchedule A. as far as they were known, and ſpecific duties being laid on all that were not of the Britiſh plantations, the Sugars of Bengal were certainly included.

I am informed, that the quantity of the finer kind of Sugar, and Sugar-candy, manufactured in Bengal, is not, at this moment, nor ever was ſufficient for the conſumption

ſumption of India; but that it is imported into Bombay, Madras, and Weſtern India from China, Java, and the Manilas, ſome of which has been brought to England, after being ground to powder, in fraud of the revenue, and thereby evading the duties on Sugar-candy: and alſo at the riſque of ſubjecting the ſhips in which it was ſo imported, to ſeizure and confiſcation, if of the produce of China, China Java, or Manila, as not being imported from the place of its growth or manufacture, or from thoſe ports only, from whence it is uſually ſhipped.

What the kind of Sugar generally imported from Bengal, laſt year was, I know not, but, that a part was Sugar-candy, I know, from ſamples now in my poſſeſſion.

Was the tranſporting Sugar from Bengal to Europe, abſolutely neceſſary to the welfare of the Company, it might be ſome excuſe for their attempt, to break in upon the commerce and manufacture of the colonies in the Weſt-Indies, by eſtabliſhing a new mode of manufacturing Sugar in Bengal. From the report of the ſeveral Sugar Bakers,

to whom different ſamples of India Sugars were given to aſcertain their comparative value and ſtrength. It appears, from the report of one gentleman, (Mr. Travers) "that "it had no diſpoſition to granulate like Weſt-"India Muſcovado Sugar,—" that the ave-"rage of two parcels did not yield more "than half as much refined Sugar as Weſt-"India Muſcovado, of good ſtrength and "quality, and that which was obtained," Mr. Travers ſays, "was ſoft, and of the "nature of ſoap, which had laid long in "water." Mr. Bracebridge reports, "that "only one loaf out of four was perfect," and another ſugar baker, "that its appear-"ance gave him little hopes of its anſwer-"ing the purpoſe of refining, on account of "its being clammy, yellow, and ſoft, with "ſmall grain." *

It ſeems, by the report of the committee, that the Eaſt-India Company founded their application to the miniſter, to be permitted to bring Eaſt-India *Shukur* into Great-Britain: on account of the high price of Muſcovado: yet it appears that price was only one third of the price, of ſuch Shukur or Sugar, when the prohibitory duties were firſt

* Rep. of committee of warehouſes, page 8, 9, 10.

laid

laid on. The high price continued only a few months, a remedy was provided, by preventing the exportation, when Sugar exceeded 60s. without the duty, that is, when common Muſcovado exceeded 40s. the cwt. becauſe, if the price of clayed Sugar and very fine Muſcovado was taken from the general average of 60s. the common ſort did not average 40s. ſuch Sugar will not, at any time, average near that price with the duty thereon, except when there is ſcarcely any at market.

It appears, from the account at the end of the report, that when the Sugars, imported by the Eaſt-India Company, netted upon an average, 5l. 8s. per cwt. without the duty: the Company only gained about ſix per cent. without reckoning any thing for intereſt of money or inſurance, which individuals muſt place to the debit of the account; the money which muſt be advanced to purchaſe ſuch Sugars, muſt either be ſent from hence, or borrowed in India. In the firſt caſe, two years muſt be reckoned before ſuch money can be replaced by the ſale of the goods in Europe: the intereſt muſt be reckoned to a merchant, at leaſt 7½ per cent. two years

intereſt at 7½ per cent. is 15 per cent. inſurance out, and home 8 per cent. which, together, amount to 23 per cent. conſequently the adventurer will loſe 11 per cent. provided the Sugar he brings home, ſells at the ſame rate, and pays only 15s. per cwt. duty, and ſuppoſing alſo, that, inſtead of 26l. 10s. per ton, he pays only 11s. 6d. per cwt.

If the money is borrowed at intereſt in Bengal, allowing that the merchant is only out of his money eighteen months, the intereſt then being ten per cent. the loſs will be the ſame: but ſuch price in future, is more than there is the leaſt probability will be obtained, even for the beſt refined Sugar, eſpecially as the price in India has riſen very conſiderably ſince the purchaſe of the Sugars ſent home in 1791.

It is worthy of obſervation alſo, that it does not appear from the report, that the Company's ſervants in India, had in view the ſending Sugar to Europe, till ſtimulated thereto by ſome ſpeculative men, and the accidental high prices of 1791 and 1792.

The

The extract from the memorial of a reſpectable company of merchants of Bengal; contained in the revenue conſultations of Fort William, 5th June 1776, will ſerve to ſhew, that the views of the Company's ſervants, were then apparently directed to the increaſing, or rather renewing the export trade of the country Sugar, from Calcutta to Bombay; and rendering the importation of that article from Batavia, Manila, and China, unneceſſary; they ſay, "formerly Sugar "was one of the ſtaple articles of Bengal, "and a conſiderable trade was carried on in "it, to Madraſs, the Malabar coaſt, Bom-"bay, Surat, Sundy, Muſcat, and other parts "of the Perſian gulph, to Mochat and Judda. "Even ſo late as the period immediately pre-"ceding the capture of Calcutta;--the annual "exportation was fifty thouſand Maunds, "which yielded a profit of fifty per cent. "the returns for which were generally in "ſpecie; ſo that in twenty years immedi-"ately preceding the capture, it may be "eſtimated there flowed into Bengal, for "this article, no leſs than fifty lacs of rupees, "in ſpecie, which was all clear gain to the "Company, and of the moſt eligible kind; "the production of the ground, manufac-

" tured by the natives: and this flow was
" regular, always feeding, but never over-
" charging the circulation.

" And now it may be even doubted,
" whether Bengal produces enough for its
" own conſumption, ſince there is annually
" an importation of it from Benares: and of
" candied Sugar from China.

" It appears to us, that the extinction of
" this branch of a commerce, is not merely
" a privation of gain. Even if the country
" had continued flouriſhing, the cutting off
" ſo great a reſource, muſt have been at-
" tended with a poſitive loſs; but ſince
" ſpecie has ceaſed to flow into this country
" from Europe; and its manufactures of cot-
" ton, and ſilk, ceaſe to have the ſame vent
" as formerly, at the different ports of Aſia;
" the loſs of the Sugar trade, is become of
" much more conſequence, becauſe the ex-
" portation of that article, would, in a great
" degree, prevent the drain of ſpecie, which
" Bengal is now obliged to ſend to the Ma-
" labar coaſt." From this ſhort account
of the Sugar trade of Bengal, " we beg leave
" to extend our view to the greateſt ſtate of

" it

"it in India; the Dutch at Batavia, who "have long ſhared in this trade, have, at "length, the greateſt part of it in their "hands."—"The great vent for Sugar, is "on the weſtern ſide of India, which, in "its turn, ſupplies the reſt of the continent "with cotton."—"Since the decay of the "manufactures of Bengal, Sugar, which is "a neceſſary of life, is almoſt the only "ſtaple article of import there, ſo that it "enters unavoidably into every ſcheme of "trade for that quarter;"--"The Dutch, ſen-"ſible of the circumſtance, do not, as for-"merly, carry their own Sugar to the places "of conſumption. They oblige the Sugar "merchants of other ſettlements, to come "to Batavia for it, and to pay for it in ſpe-"cie; abſolutely refuſing to take merchan-"dize in return. What India further requires, "is drawn from China, whither, in gene-"ral, ſpecie is in the ſame manner car-"ried to pay for it. By theſe means the "Engliſh ſettlements in India are, upon a "moderate computation, annually deprived "of ten lacs of rupees: the greateſt part of "which is extracted from their circulating "ſpecie, and the reſt diverted from coming "into it." After ſuch an avowal, is it not ſur-

priſing

priſing that the Company's ſervants; or merchants reſident in Bengal, ſhould attempt, or be permitted to ſhip, or ſuffer the Sugars of Bengal to be ſent from thence to America and Europe, until Madraſs, Bombay, and Weſtern India ſhould be ſupplied, eſpecially when the Company may gain ſo largely by ſupplying theſe countries, and prevent the drain of their caſh, the merchant complains of.

"By Mr. Lambert's letter to Lord Cornwallis, extracted from the Bengal conſultations, 8th Sept. 1790, Rep. page 41, it appears, that, from the ſubſtance called Jaggery, before-mentioned," and ſaid to be of the beſt kind, (letter, p. 151.) it gives of loaf Sugar, only 3-20ths of its original quantity, of treble refined, only 1-10th is obtained.

Mr. Bebb's letter to Lord Cornwallis, 9th July 1790, Appendix to Report, No. 2, aſſerts, Bombay was at that time ſupplied with Sugar from China, Manila, and Batavia, and that gentleman ſeems alſo to have nothing in view, further than ſupplying the other ports of India from Bengal. It was upon theſe conſiderations Mr. Bebb, as well

as

as the other merchants of Bengal, propoſed a plan for the encouragement of the cultivation of Sugar there, which, however, from the report of the committee of warehouſes, appears to have failed of ſucceſs.

Thus the Company not having hitherto been able to ſupply the conſumption of the Dekan and Weſtern India: we cannot give the reporters credit for "its not being the committee's wiſh, that the Company ſhould become the hoſtile opponents or avowed rivals of the Weſt India merchants; in any of the markets, which they have been accuſtomed, or competent to ſupply," nor do I ſee how they can expect "to render Great Britain the grand mart for ſupplying all Europe with the commodities of the eaſt,"---"how very unavailing will be their regret on beholding any branch of Indian commerce, carried on by foreign veſſels when it ariſes from their having encouraged ſuch veſſels, to enter the Britiſh ports to ſeek a commodity which cannot be brought home in Britiſh ſhips in competition with thoſe of foreigners," "a number of which the committee are given to underſtand are in purſuit of the ſame object." Rep. page 57, 58.

I flatter myſelf, it will appear from the foregoing obſervations, that Bengal Muſcovado Sugar, as it is at preſent manufactured, cannot be imported into Britain from Bengal, in Britiſh ſhips, legally navigated, to the advantage, either of the individual merchant, the Company, or the nation; and that, if that kind lately imported, (viz. a ſpecies of refined ſugar,) can be brought home to Great Britain, in order to be re-exported on the duties being drawn back; or ſent in American, or other bottoms to America, or any European nation, to the profit of the Company or of individuals, the navigation of Great Britain will be injured in the extreme.

That the duties which will be now paid on Muſcovado Sugars from Bengal, if conſidered as manufactured Eaſt-India goods, unrated, will be leſs than what will be paid on thoſe from the Britiſh Sugar colonies.

That the duties, payable by the India Company, heretofore, ought to have been ſuch as were impoſed by 11 Geo. I. chap. 7, agreeably to the rates then eſtabliſhed on foreign Sugars, and at preſent ſuch as are impoſed by 27 Geo. III. chap. 13, on

foreign Sugars; Sugars from the Eaſt-Indies certainly not being at preſent, (if ever they were,) manufactured goods unrated, but India goods expreſsly rated ſo high as to prevent their importation.

That the permitting American and other foreign ſhips to enter the Britiſh ports in India, is equally unwiſe and illegal, for, that the Sugars of Bengal are of the growth, produce, or manufacture of lands, iſlands, *plantations*, or *territories* belonging to his Majeſty in *Aſia*, appears from the reſolution of the proprietors of the general court, held on the 15th, March 1792, to apply to the commiſſioners of his Majeſty's treaſury, "That "Sugar, *(being the produce of the Britiſh "Territories in the Eaſt Indies)*, be received "into this country, upon equal terms with "the Sugar produced *in other Britiſh plan-"tations;*" and that if ſuch ſhips can afford to bring Sugars from Bengal, or other Britiſh ports of the Eaſt-Indies; ſo cheap as to interfere with the Britiſh plantation Sugars, either in Europe, or America: or be carried from one Britiſh port in India to another: The Britiſh planters will be ruined, the

intercourſe and the commerce between thoſe colonies, and Great Britain, be at leaſt greatly diminiſhed, ſo as materially to affect the navigation of the kingdom, and be infinitely injurious to the manufacturer and landholder, by leſſening the quantity of ſhipping and ſeamen employed in that navigation; by diſabling the planters from purchaſing the manufactures or produce of this kingdom; by increaſing, in a ſimilar proportion, the ſhipping and ſeamen of other nations; and be equally injurious to the Eaſt-India Company, who will find their ſales decreaſe, from their not being able to ſupply Europe, Africa, or America, with other Eaſt-India commodities; for it is abſurd to ſuppoſe Americans, or other foreigners, will refrain from taking on board their ſhips, any ſpecies of merchandize, which they imagine they ſhall be able to diſpoſe of to advantage, while they are permitted to load refined Sugars, which they may carry from the Britiſh ports in India, to the different parts of Europe, free of duty; which will effectually deſtroy the refining trade of this kingdom, ſo that the project of bringing home Sugars from Bengal, in foreign ſhips; threatens

equally

equally the exiſtence of the Sugar colonies, the welfare of the Eaſt-India Company, the revenues, the marine, the manufactures, and the produce of Great Britain and Ireland, and is a trade carried on in direct violation of all the acts of navigation.

FINIS.

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